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Jeanne Gustafson, Editor

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Cancer Claims Paul D. Starr

Paul D. Starr, chief mechanical officer for the Rio Grande, passed away September 3, 1976 after a long bout with cancer.



Starr was born at Weldona, Colo. on August 28, 1923, reared in Wray, Colo., a graduate from the University of Colorado and served as a pilot in World War II.

He joined the Rio Grande as a special apprentice at Burnham in March 1949 completing that program in April 1951. He subsequently held positions as electrician journeyman; asst. electrical foreman; with the following appointments, master mechanic, Grand Junction, July 1, 1951; superintendent diesel equipment, Denver, February 1953; electrical engineer, Denver, December 1956; master mechanic, Salt Lake Division, November 1960, transferred to Denver in the same capacity for the Colorado Division in April 1962; and appointed chief mechanical officer on June 1, 1966.

He is survived by his widow, Ruth, three daughters, two sons, his mother, a sister and two grandchildren.

Two

RETIRED EDITOR HONORED

Board members of the Colorado Association of Business Communicators voted a lifetime honorary membership for David J. Davidson, retired Green Light editor and a past president of the CABC. Dave is the second person to be so honored, the first being E. A. Roe, retired advertising manager and district representative for the Rio Grande.

New Locomotives and Cars Ordered

The Rio Grande has placed orders with Electro Motive Division for 12 new SD-40-2T Diesel Electric locomotives, numbered 5374 through 5385. These locomotives are the new tunnel type locomotive adapted for high altitude operation, similar to ones purchased in 1974 which have been used successfully. The 3000 HP 6 traction motor locomotive is powered by a 16 cylinder turbo charged GM diesel engine. It is equipped with a low rpm idle modification to conserve fuel. The cab has been modified to conform with Phase 2 of the AAR Clean Cab Program. This has been done by relocation of water cooler and radio to improve safety in the cab. Pictured on the cover of this issue is one of the new locomotives purchased two years ago, without the above mentioned modification. Delivery of the 12 locomotives will be in the first quarter of 1977.

The Rio Grande has also placed orders with car builders for 325 cars in its 1977 Equipment Program. Delivery will be made in January 1977, of 200 open top quadruple hopper cars. The 100 ton capacity cars will be placed in coal service. In April 1977 delivery will be made of 50 100-ton cap. covered hopper cars for use in general cement service. In February 1977, 25 gondola cars, 65'6" flat bottom 100-ton, will be delivered for loading of long iron and steel, and also in the first quarter of 1977, 50 gondola cars, 52'6" flat bottom 100-ton, will be received for steel and iron loadings.

In September of this year, delivery was completed of 45 fully enclosed Tri-level automobile rack cars. Thirty-three cars were assigned to Cadillac and 12 to Chrysler. In addition, an order has been placed for 25 more of these cars, estimated delivery in April, 1977. These 25 will go into Ford service when delivered.

On the Cover

A head-end view of one of Rio Grande's SD 40-T2 at Burnham. This is the same type locomotive now on order. See article above.

JACK E. CLANCY APPOINTED CHIEF MECHANICAL OFFICER

J. E. Clancy, recently promoted to chief mechanical officer, is a native of Denver, attended Brighton High

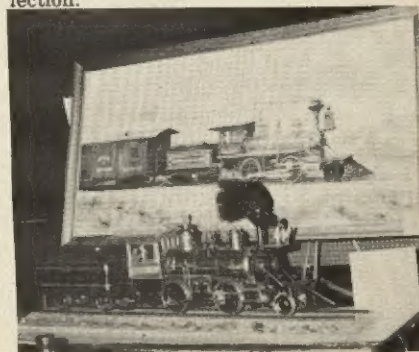


School and is a graduate of the University of Colorado with a degree in electrical engineering. His career with the Rio Grande began on May 31, 1961 as electrician apprentice. He became diesel instructor, diesel

maintenance supervisor, and general mechanical foreman in succession. On December 1, 1974 he was appointed master mechanic, headquarters Salt Lake, and on May 1, 1976 was appointed assistant to chief mechanical officer, headquarters Denver. He was promoted to chief mechanical officer on October 1, 1976. Clancy is a member of the Locomotive Maintenance Officers Association, married and has two daughters, ages 16 and 18. His hobbies include hunting and fishing.

Montezuma Featured at Western Federal

A bit of Rio Grande history was featured at Western Federal Savings as a part of their Bi-Centennial celebration. A replica of the Montezuma, built to scale by Jerry Cutshall, retired Machine Shop Foreman, became the center of attraction in the lobby of the Western Federal building. One could almost smell the smoke drifting from its stack and feel the sting of cinders as people gathered to admire this live, coal burning, steam locomotive model of Rio Grande's No. 1 engine. The Montezuma, built in 1871 by Baldwin, weighed 12½ tons. Jerry's model weighs about 90 lbs. and took him four years in the making. In the background, photo below, is shown an original oil painting by Lois Parmeter, 15250 Casadero Highway, Casadero, Calif. 95421. Also on display surrounding the model were very fine railroad memorabilia, many of which were from the Jackson Thode private collection.



Rio Grande

Aydelott Named to AAR Board

Two new members were among the 22 railroad executives named November 11 to the 1976 Board of Directors of the Association of American Railroads. Newly named, at the AAR's annual member roads meeting in Washington, D. C., were H. G. Allyn, Jr., president and chief executive officer, Pittsburgh and Lake Erie Railroad, and G. B. Aydelott, chairman of the board and chief executive officer, Denver and Rio Grande Western Railroad. AAR member roads account for more than 97 percent of the railroad mileage and about 97 percent of the railroad operating revenues in the United States. Amtrak — the National Railroad Passenger Corporation — is also a member of the AAR.

Elected president and chief executive officer of the AAR, effective April 1, 1977, was William H. Dempsey, chairman of the National Railway Labor Conference. Upon assuming his new duties, Mr. Dempsey will relinquish all responsibilities at the NRLC. His successor will be announced at a later date.

Pat Barry Joins Law Dept.



John Patrick Barry, attorney, was assistant state solicitor in the Colorado Attorney General's office prior to joining the Rio Grande's legal forces on September 16. Pat, a native of Denver, is a graduate of Regis High School and

Notre Dame Law School. He is an Army veteran of Vietnam and a member of the American, Colorado and Denver Bar Associations. He is married and has two daughters, ages 5 years and 4½ months. His hobbies are gardening, skiing, photography and just learning to fish.

From Australia

It is with regret the Green Light has learned of the accidental death of Terrence Harrison while working as a shunter at the Port Kembla Steelworks.

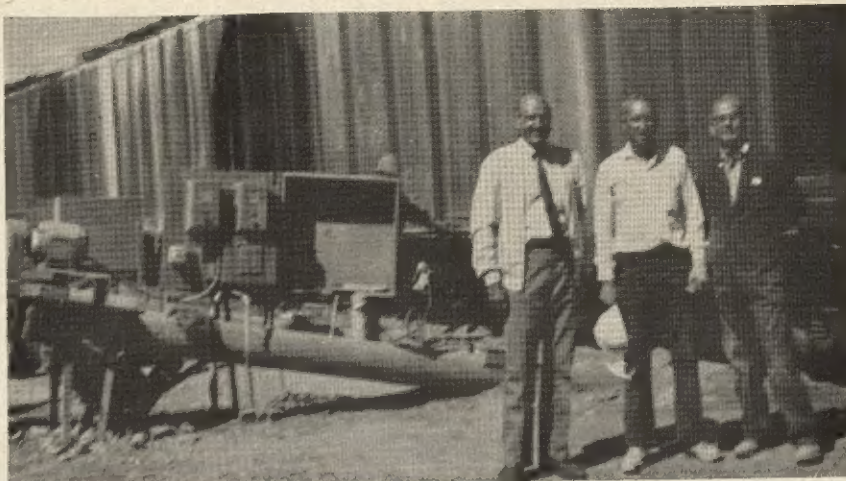
Terrence was a booster for the Rio Grande in Australia and was well read on American locomotives and rolling stock. He also enjoyed stories on American outlaws, bushrangers (Australian outlaws) and was an avid country music fan.

Sincere condolences are expressed to his family.

Moving?

When moving please include your old address as well as your new address. Allow at least one month for change to be made.

TEAMWORK CEMENTS EFFORTS



Left to right: Willett S. Moore, market director, Rio Grande, Denver; Jack Roth, operations manager, Don Ward & Co., Denver; Date Stout, terminal manager, Don Ward & Co., Rifle.



View of augers in operation transferring cement from railcar to truck.



Tom Meyer, project superintendent, Kastler Corp. In the background are two portable cement batch plants. See story on next page.

Cement Hauled to Rifle, Colo. for Interstate Highway 70 Paving.

The Rio Grande Railroad hauled 495 covered hopper carloads of bulk cement to Rifle, Colo. in approximately ten weeks time this summer as part of a rail-truck distribution system to pave ten miles of Interstate Highway 70 from Silt to Rifle, Colo. Over 37,000 tons of cement were moved with total transportation revenues of more than \$425,000.

Willett S. Moore, market director, construction and government traffic, says that this is a perfect example of the marketing concept which the Rio Grande Railroad is applying. The job, with the help of all departments and personnel of the Railroad, was to find out what the customer's transportation and distribution needs and wants were in terms of service, rates and equipment, and to design a transportation package that would secure the tonnage. After developing this market potential, the entire resources of the railroad: transportation, equipment, engineering, sales, pricing, research, purchasing, legal, insurance, financial, etc. were then brought to bear on the customer's needs. Determination was then made of what the Rio Grande could provide or create in terms of service and equipment to fulfill those needs and secure the business at a satisfactory profit to the Railroad.

Eldon H. Brown, district representative, under T. Donald Odwalt, regional manager in sales, by calling on Martin Marietta's Cement Company's offices in Denver, Colo., developed the market potential the first part of this year. Marketing Services then moved in to create the right customer oriented conditions to obtain the business via rail.

The movement originated at Martin Marietta's Medbery, Colo. Cement Plant on the Burlington Northern Railroad located near Lyons, Colo. and required the movement of a maximum of 20 carloads of cement per day to be hauled to Denver via Burlington Northern and thence via Rio Grande Railroad to Rifle, Colo. where it had to be transferred to truck for delivery to Kastler Corp's. batching plant some three miles off the rail. Arrangements were made to provide the necessary equipment.

Don Ward & Co. with terminal facilities located at Rifle was engaged to handle the transfer of cement at Rifle and truck haulage to the batch plant. Norbert R. Lamb, assistant manager, market development, with Jack R. Cook, general market development manager, obtained transportation costs from Norman Maris, budget and controls in the Executive Department, and developed price that the Rio Grande and the BN Railroad would have to charge. Marketing worked with Don Ward & Co. on price that Ward would charge to operate the screw conveyors or augers for transferring cement and haul to destination and held conferences with Ed Herrick, design engineer, George L. Cristofano, electrical engineer, and Mike Kenyon, assistant chief engineer, all in the Engineering Department, to determine the physical transfer facilities to be created at Rifle to meet the requirements of four to five truckloads per hour or 60 truck loads per day. Two augers would have to be transferred from Leadville and two more augers purchased and set up in tandem to allow the transfer of cement to truck from two rail cars at the

same time. The facilities included overhead lighting and wiring to operate the Dillon augers 24 hours per day, each capable of transferring 200 barrels or 37½ tons of cement per hour.

After all of these costs were developed it was determined by Marketing that the Rio Grande Railroad could meet the requirements Martin Marietta and the contractor for the through movement from the cement plant at Medbery to Kastler Corp's. batch plants where the cement would be mixed into concrete and trucked by Kastler Corp. to their two slipform pavers, for direct pouring on the highway.

Martin Marietta officials, together with Kastler Corp. officials, then met in Rifle with Willett S. Moore, William M. French, district manager Traffic Dept. in Grand Junction, officials of Don Ward & Co., and Harry True, trainmaster at Grand Junction, upon whose shoulders a great part of the detail operation would fall. This meeting confirmed that the plan would work and the final details were completed.

Marketing drew up a contract with Don Ward & Co. to be approved by the above individuals in the Engineering Department, John S. Walker in the Legal Department, Robert C. Oatman, manager of contracts, and Charles W. Colborg, manager of insurance. The Engineering Department under Ed Herrick's guidance purchased the two Dillon augers from Rifle and all the facilities were in place and ready for movement to commence by July 1, 1976.

The first nine cars were shipped on Friday, July 9, and were the beginning of a continuous movement of cement which reached 20 carloads a day.

Transportation under the guidance of D. J. Butters, chief transportation officer, Orville W. Geisler, manager of transportation, Larry R. Parsons, Colorado Division superintendent, Lou Brizendine, agent in Glenwood Springs, and Harry True, trainmaster kept up to 2000 gross tons per day moving expeditiously so Martin Marietta had empties when needed and Kastler Corp. who came here from San Bernadino, Calif. always had cement.

Tom Meyer, project superintendent for the construction, said "we were completely satisfied with transportation of cement and we wish to express our thanks to all those who had a part in it".

The laying of the four lanes of 12-inch thick concrete is a story in itself, but when you travel over Interstate I-70 between Silt and Rifle you know the Rio Grande Railroad hauled the cement.

Another example of Rio Grande teamwork!



Reaching Out

..... to Rio Grande's Denver Region

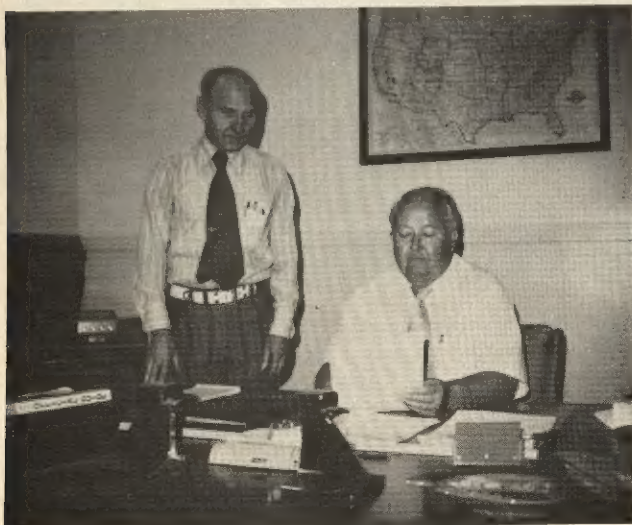
Touching home base, this issue concludes the Reaching Out series and features industries located in Rio Grande's Denver region.

This series has endeavored to present a view of "behind the scenes" action by traffic representatives and of the industries served by the Rio Grande. We hope that you, the reader, have enjoyed the series.

Future issues will endeavor to show more "behind the scenes" action - in short, action on The Action Road - a company proud of the industries it serves and proud of the Rio Grande people who make it possible.



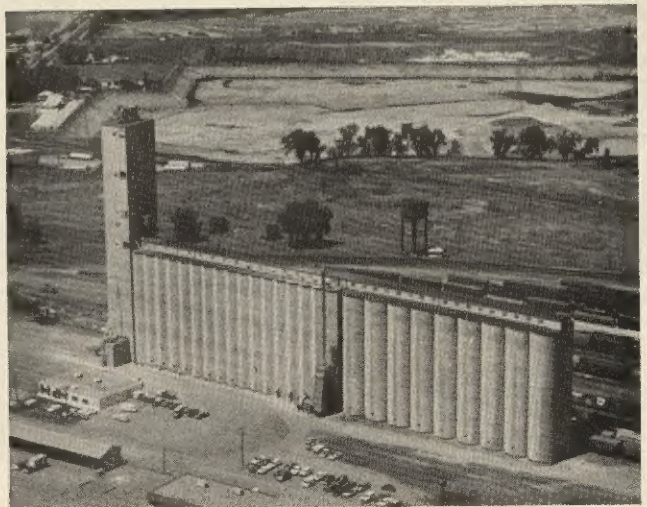
WILLIAM M. FRENCH, seated, district manager, and **WILLIAM E. EASLEY**, chief clerk, are located at Grand Junction.



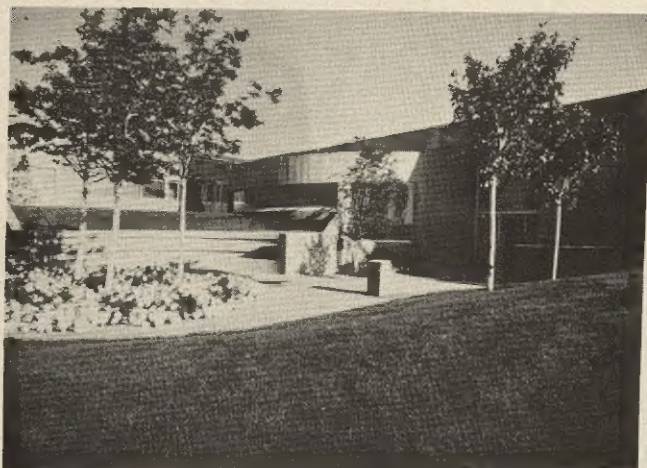
TED L. RUDMAN, seated, district manager, and **CHESTER L. SAWYER**, chief clerk, are located at Pueblo.



RIO GRANDE'S SALES FORCE for the Denver region, located at Denver, are, standing left to right: **Chris Kilker**, clerk; **Tod O'Donnell**, district representative; **Eldon Brown**, district representative; **Tony Mazzei**, district representative; **Carl Rahne**, district manager; **Brian Mahaffey**, district representative. Seated are, left to right, **Walt Williams**, regional manager, and **Andy Cox**, assistant to regional manager.



CARGILL, Denver, runs a fleet of 125 Cargill-leased hoppers and has a truck capacity of 110 cars adjacent to the elevator. This ultra-modern facility provides an improved market for the producers of Colorado's wheat and corn crops, as well as grain from Kansas, Nebraska and Wyoming. Denver provides an intermountain link with Cargill's widespread operations in the midwest and on the Pacific Coast. (Photo by Ralph Unger)



GARY WESTERN COMPANY'S new headquarters building in Denver is one of the most modern and beautiful buildings in the city. Their refinery is located at Gilsonite (Grand Junction), Colorado on the D&RGW. The refinery has sustained operational capacity and growth potential, marketing its petroleum products throughout the Rocky Mountain Region and Western United States. Being centrally located in the Grand Junction area, this refinery not only has the advantage of being strategically located to petroleum resources of the untapped energy potential in Utah, but is also in the midst of the potential shale oil industry. In addition to its refining operations, the Gary-Western Co. owns and operates a calcine facility for the processing of petroleum coke, coal and other materials suitable for calcining into coke products. An additional unique capability is its catalyst regeneration facility, whereby spent material is salvaged into reusable catalyst product.



CAPP HOMES is a division of Evans Products Company, Portland, Oregon, with its regional headquarters and manufacturing facilities in Colorado Springs, serving the Rocky Mountain states. The Rocky Mountain region has more than 30 representatives, subcontracting crews and 125 employees covering 10 midwestern and western states. Under the Capp Homes finish-it-yourself concept, the company erects the homes on the owner's lot and foundation and provides all materials and fixtures necessary for completion with the exception of septic tanks, sidewalls, driveways and masonry work. A wide variety of accessories and optional features in 1,000 choices of styles and colors enable the Capp homebuilders to custom finish both interiors and exteriors to their own design and style. The multi-million dollar manufacturing facility has been in operation in the Colorado Springs area since October 1973 and covers 22 acres.



GATES RUBBER COMPANY, based in Denver since 1914, is the world's largest producer of V-Belts and hose and a major manufacturer of molded rubber goods. Gates is a highly diversified company encompassing subsidiaries in the fields of Electronics-Lear Jet Stereo, Static Power Inc., Aircraft Manufacturing - Learjet Corporation, Agriculture - Cyclo, A Bar A Ranch, Land Planning - Land Company, Mutual Funds - FPI (Financial Programs Inc.) and others. Current employment for Gates and its subsidiaries is over 10,000 of which half are based in Denver. Gates went over one half billion dollars in sales in 1972 and projects a billion dollars in sales by 1980 - a tremendous return on the original \$3,500 investment.

Six



CITY MARKETS, Grand Junction, has grown to 20 stores in three states, with a new 135,000 square foot warehouse with 20 tractors and 42 trailers to service. The warehouse is constructed on a 37 acre site with full rail service, including an inside building track capable of accommodating seven rail cars. On the other side of the warehouse are 28 truck doors to receive TOFC trailers and load outs. Twenty-eight years ago, in 1948, the City Market organization was composed of three grocery stores, one each in Grand Junction, Montrose and Delta. A new warehouse was built that year in Grand Junction, and the stores were served by a stake bed truck. Dillon Company merged with City Markets in 1969.

Rio Grande



BUSHEL OF BARLEY - During the first three-quarters of 1976 the Delta-Monte Vista region of southern Colorado has accounted for about 131 million pounds of barley while 1975 figures show nearly 171 million pounds of the two row barley was sent to its consumer, ADOLPH COORS COMPANY in Golden, by way of the Rio Grande Railroad. The storage elevator at Delta (pictured) can contain up to 100 million pounds of barley while Monte Vista's larger storage area has a maximum capacity of 300 million pounds. Monte Vista's facility has been shipping barley to Coors for 30 years and Delta's has been a supplier since 1956. The grain, transported in covered hopper rail cars, comprises 40 percent of the barley used in the brewing of Coors beer. Each rail car can transport up to 200,000 pounds of barley and, 22 weeks out of the year, 40 rail cars per week travel to the Denver-Golden area with shipments of grain from the two storage areas in the San Luis Valley and Western Slope regions. Coors, headed by President William K. Coors, is the fifth leading brewery in the nation and the single largest brewery in the world.



RUST SALES COMPANY, manufacturers of "RUSTCO" Products, has been a respected name in the Bakery trade for over 25 years. They have recently become a subsidiary of THE FEDERAL COMPANY. Rust Sales distributes their Bakery supplies from Denver and four other offices, Albuquerque, Salt Lake, La Mirada, Ca. and Omaha, Neb. With their new deodorizing plant for fats and oils now on line around the clock, "RUSTCO" anticipates a great increase in rail business. The D&RGW will be hauling more and more tankloads of deodorized tallow, shortenings, oils, etc., along with carloads of packaged mixes, shortenings, and pie fills that "RUSTCO" now produces, and box cars of raw materials and containers that are received daily.

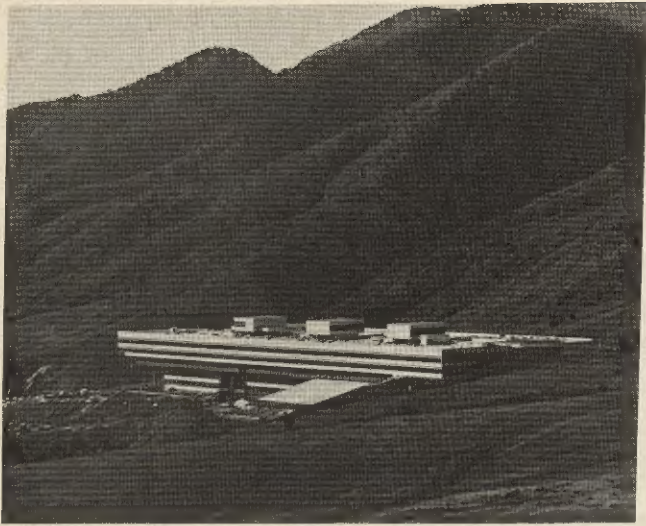
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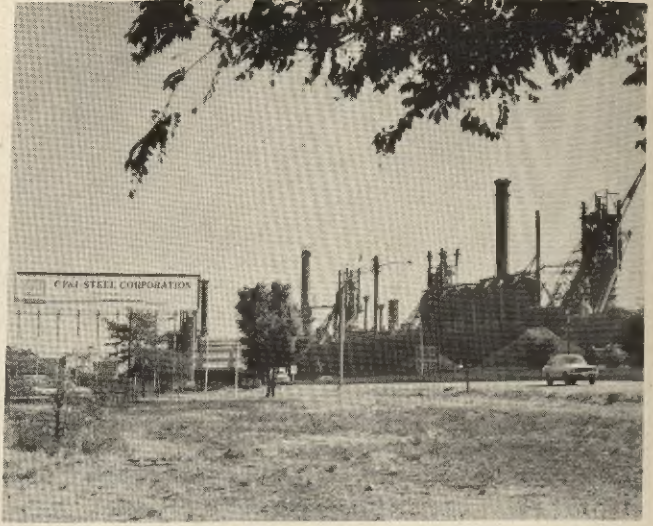
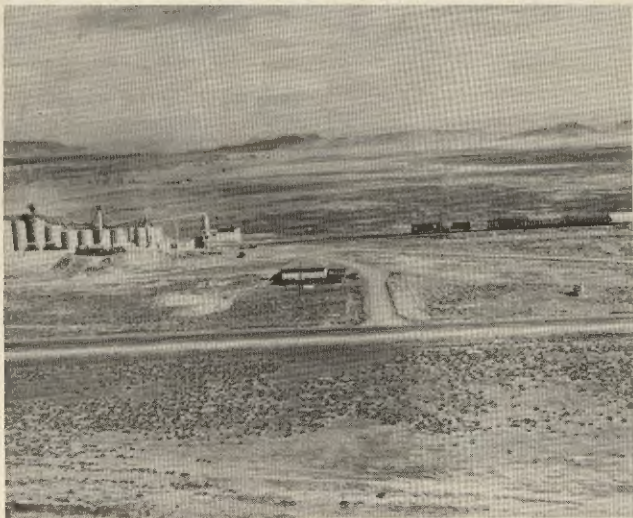
HOLLY SUGAR CORPORATION is headquartered in Colorado Springs. Pictured here is Holly's Delta, Colorado plant which was built in 1920 and has a daily sugarbeet slicing rate of 1,700 tons, making it the smallest of Holly's nine factories. It employs about 70 men and women year round with this figure increasing to about 200 when the factory is in campaign. Campaigns run about 120 days, during which the plant operates around the clock, seven days a week until the 210,000 tons of sugarbeets are processed into sparkling white refined sugar. Sugarbeets are grown under a risk-sharing contract with farmers in Delta, Mesa and Montrose counties. Limerock comes from Holly's two quarries in Glenwood Springs and Rex, Colorado. Coal comes from nearby Somerset while coke travels from Birmingham, Ala. Four sugar bins give the plant a 400,000 hundredweight (4,000,000 pounds) storage capacity. About 25% of the plant's sugar production is sold in Colorado with the remainder being shipped to Holly's Chicago-west sales territory.



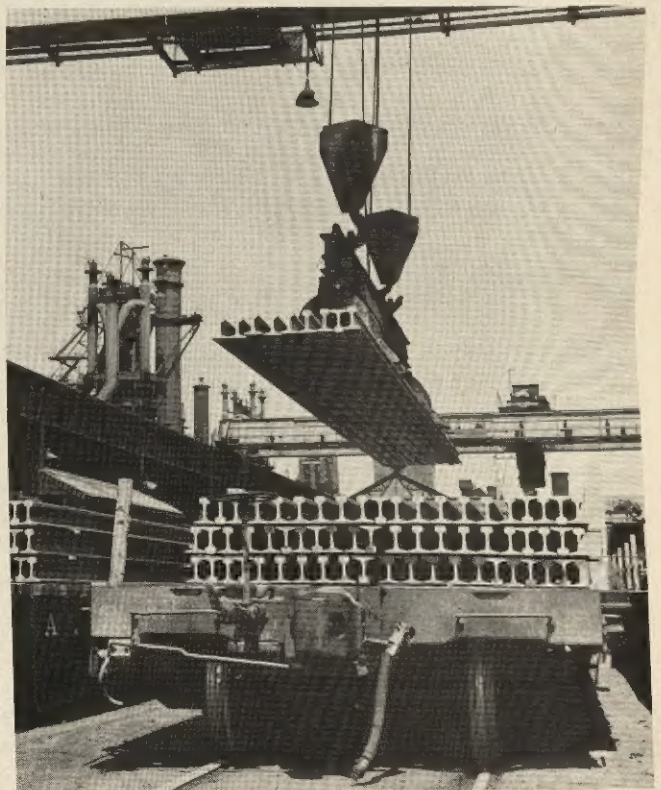
ALPHA BETA PACKING COMPANY, Pueblo, is one of the leading TOFC shippers in the Pueblo area. From there they supply fresh meat to all of their 218 Alpha Beta Supermarkets in Southern California as well as 74 stores in the San Francisco Bay Area. A direct tie-in with Rio Grande computers allows for constant and easy monitoring of all their piggyback trailers.



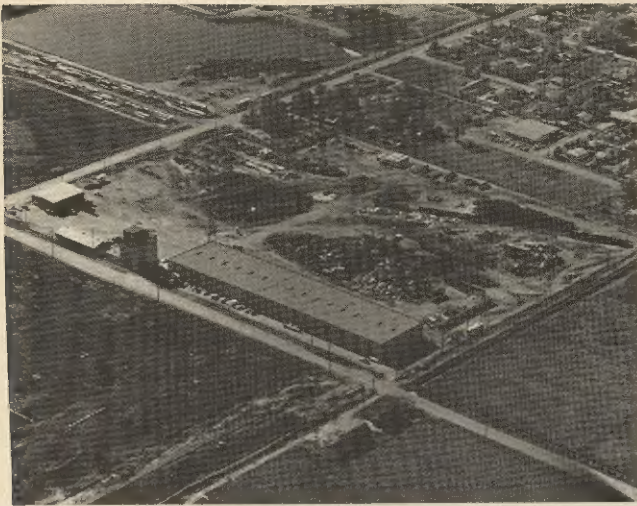
JOHNS-MANVILLE, World Headquarters, Denver, Colorado. Dedicated on July 4th of this year, Johns-Manville's new consolidated world headquarters is located on a portion of the historic Ken Caryl ranch purchased by the company in 1971. This 750,000 square foot building houses corporate, administration, research and development, and data processing facilities employing 1600 people. The complex is designed to meet human requirements to the fullest extent and at the same time preserve and incorporate the natural environment of the building site. Serving worldwide markets, Johns-Manville, celebrating its 118th year in business, is a major manufacturer of insulation, roofing and general building products, pipe and pipe systems, and a variety of other industrial products. The company also mines and markets asbestos, diatomite, perlite and talc. The company's blending and loading facility, which provides a high quality grade perlite ore to its many customers, is located on the D&RGW at Antonito, Colorado.



CF&I STEEL CORPORATION, Pueblo, is one of the largest steel producers in the nation. CF&I produces alloy and carbon steel, products for the railroad, petroleum, metal-working, construction, agricultural, mining and chemical industries. Currently, CF&I is in a \$60 million expansion program on a new rail mill. Primary marketing area for CF&I is in the states west of the Mississippi River. Inbound materials are iron ore, coal, limerock, lime, dolomite, coke, scrap iron. Outbound are rail, railway track material, and all types of finished iron and steel products. CF&I is in the top ten list of customers doing business with the Rio Grande.



CRISSEY FOWLER LUMBER COMPANY, Colorado Springs, purport to be the largest single-yard contractor and retail do-it-yourself building product center in the United States. Operations include a Truss Fabrication area lumber storage and a one million dollar 46,000 square foot contractor and retail self service center all located on their four block, 300,000 square foot facility in downtown Colorado Springs.



IRON & METALS, Denver, is a growing corporation in the Intermountain Area serving the industrial and mining metals market of northern Colorado and mountain areas. Iron & Metals started operations 15 years ago with one collection truck. Today they employ 40 men and operate a fleet of semi-tractor trailers. They recently moved from two locations to their present 17-acre site with 3000 feet of intra-plant trackage. The new 55,000 square foot enclosed warehouse has a two railcar spot and space for four trailers within the enclosed area.



ROCK WOOL INDUSTRIES, INC., Pueblo, manufacturers of rock wool insulation, are a major supplier to Utah and the Pacific Northwest. They are a big user of our Hi-Cube box cars and a developing TOFC shipper. Rock Wool is a good inbound customer of the Rio Grande as well. Rock Wool's Pueblo operation is one of five in the United States.

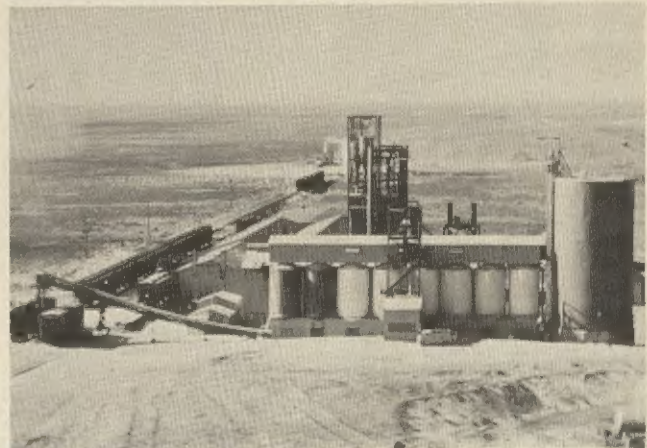


Last July Climax Molybdenum Co., a division of AMAX Inc., began mining operations in its \$500 million Henderson project. On November 2 the first shipment of ore left Rio Grande's railhead at Kremmling. After the molybdenum ore is processed at the Henderson mill, it is trucked 32 miles to the Kremmling transfer station, where the 55 gallon drums of concentrate are loaded onto rail cars for shipment to AMAX conversion plants at Langeloth, Pa. and Ft. Madison, Ia. The transfer station is shown in photograph.

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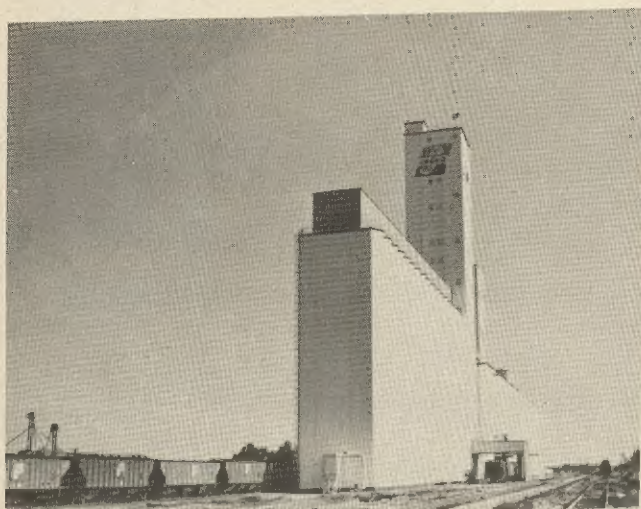
WEYERHAEUSER COMPANY Customer Service Center distributes wood product building materials throughout Colorado, Wyoming and the panhandle of Nebraska from this four acre wholesale distribution site. This center is one of 68 wood products distribution sites located throughout the United States. The majority of the products, including lumber, plywood, particleboard, hardboard, doors and paneling, are shipped by rail from northwest and southern mill and timberland locations. The Denver site adjoins Rio Grande main switchyard and Rio Grande Motor Way truck terminal. Weyerhaeuser Company corporate headquarters is located in Tacoma, Washington.



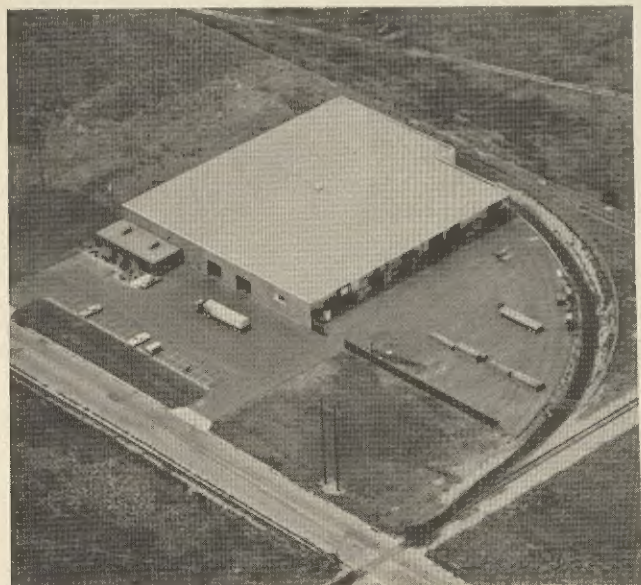
Dicalite Division, GREFCO, Inc. mines, manufactures and distributes perlite filteraids from its Antonito, Colorado facility. Dicalite was a pioneer in the production of perlite filteraids beginning research as early as 1946 and started producing perlite in carload quantities in 1957. The Antonito plant was built in March 1961. Perlite ore is actually a unique lava-glass that was spewed from volcanoes hundreds of thousands of years ago. When perlite ore is heated it "pops" like popcorn, expanding 10 to 20 times. Expanded perlite is widely used by the construction industry as concrete and plaster aggregates and is a superior insulating material. When shattered by milling, expanded perlite is tremendously important as a filteraid which removes solids from liquids. Drinking water, beer, wine, antibiotics, sugar and countless other products owe their clarity and purity to perlite filtration.

Two industries, newly located on the Rio Grande, were featured in the Green Light Fall issue. They are Fibreboard Corporation at Fruita, Colorado, the nation's largest high-temperature insulation plant, and Boise Cascade, whose distributing facility for lumber, plywood, doors, siding, paneling and other wood products is located in Rio Grande's North Industrial Park at Denver.

Nine



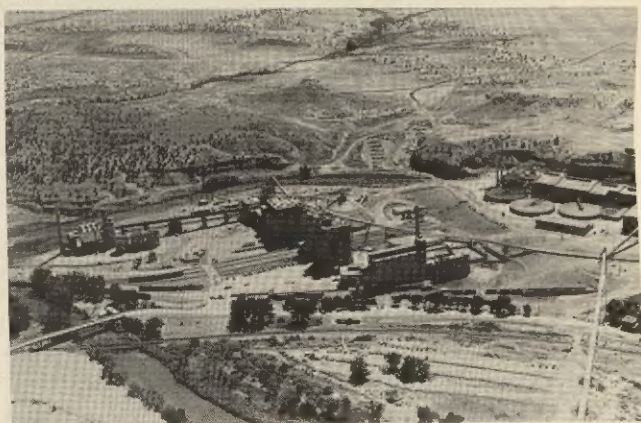
FAR-MAR-CO Denver is a regional grain cooperative which serves eight midwestern states in the heart of the grain belt. They have a membership of over 850 county elevators which in turn serve 250,000 farmers. Far-Mar-Co has a total storage capacity throughout the grain belt of over 110 million bushels. They will market over 330 million bushels of grain, well over one million dollars. This makes Far-Mar-Co the largest regional cooperative in the United States. Headquartered in Hutchison, Kansas, Far-Mar-Co has a fleet of privately owned and leased hopper cars that number over 1,000. Far-Mar-Co also owns several spice plants around the country. They are part owners of two export elevators, one at Ama, Louisiana, and the other presently being constructed in Galveston, Texas. The part ownership of these two export terminals is in conjunction with Farmers Export Co. Far-Mar-Co's aim is to get its 250,000 farmer members the best possible service through their varied facilities and the best possible price for their grain products through the Cooperative system.



INTERNATIONAL PAPER COMPANY Distribution Center, Long-Bell Division, Denver, is located in North Washington Industrial Park. This wood products and resources marketing center services lumber dealers in Colorado, Southern Wyoming and Southwest Nebraska with a complete line of building materials for home construction.



NOBEL INC., completing its 50th anniversary, has grown to be the largest privately owned single source food distributor in the United States. Headquartered in Denver, Nobel moved into their present impressively large modern building in 1966 which includes the latest innovations in modern warehousing and delivery services. Since 1966 addition, dry storage, freezer and office areas have been expanded to over 300,000 square feet. Included in this is a 1.1 million cubic foot freezer and over 650 thousand cubic feet of refrigerated cooler space. Warehouse is served by Rio Grande and can accommodate 12 rail cars within building at one time. Nobel also has a Southwest Division, with branch warehousing, sales and display office in Albuquerque, NM.



IDEAL BASIC INDUSTRIES' Portland, Colorado, cement production complex, an 885,000 ton per year facility, is located in south central Colorado near Canon City. Shown in the center left of photograph, a new kiln and mill room was completed in 1974 adding 470,000 tons of annual capacity to the production facilities built in 1948, shown in upper right hand corner of picture. Both units share common quarrying, crushing, cement storage and shipping facilities shown in the center of the picture. The D&RGW Railroad serves the plant from a spur into the plant shown in the foreground.

Rio Grande

Railroad Retirement Changes

On October 18, 1976, President Ford signed into law a bill which makes certain technical changes in the Railroad Retirement Act of 1974. These technical amendments are mainly for the purpose of correcting certain defects in the law which were not apparent upon enactment of the Railroad Retirement Act of 1974. They carry out more fully the intent of the joint labor-management committee that recommended the 1974 legislation to Congress.

The technical amendments introduce certain minimum guarantees, make improvements in the formulas for widows' annuities, exclude certain payments of supplemental sickness benefits and travel and meal allowances from railroad retirement taxes to conform with existing practices and provide borrowing authority for the Railroad Retirement Supplemental Account.

The following questions and answers describe these amendments and also explain some recently announced changes in the railroad retirement tax base, earnings limitations and Medicare coinsurance charges which become effective in 1977.

1. Are many widows affected by these technical amendments?

Only a small number of widows on the Board's rolls at present are affected by the amendments, about 3 out of each 100. While the 1974 Railroad Retirement Act substantially increased most survivor annuities, it also provided for greater dual benefit reductions. Because of these reductions, and certain formula technicalities, the 1974 Act annuities of a few widows, also entitled to social security benefits and/or other railroad retirement benefits, are for lesser amounts than were intended by the joint management-labor railroad retirement recommendations. In some cases, a widow's annuity would be less than a spouse annuity she received before her husband's death.

The technical amendments provide an effective spouse minimum guaranty and a survivor formula liberalization to correct these unintended effects of previous legislation. These provisions are effective beginning November 1976.

2. How does the amended spouse minimum guaranty work?

It guarantees a widow that her survivor annuity will be for an amount at least equal to the amount of any wife's annuity she received at the time of her husband's death. Most widows receive substantially more than this spouse minimum.

This is similar to the spouse minimum guaranty that was in effect under the 1937 Act. While the 1974 Act had provided for a spouse minimum, it

was not effective under certain conditions and a change in the law was needed for certain, but not all cases, where there is entitlement to other benefits.

3. Were any other changes made in survivor annuity formulas?

The technical amendments modified the annuity calculation formulas for widows who also receive a social security benefit and/or a railroad retirement employee annuity. The 1974 Act requires substantial annuity reductions for widows with such dual benefit entitlement. In some cases, the amount of such a widow's annuity was smaller than what she would have received under the 1937 Act. As a result of the technical amendments, some of these widows will receive increases in their annuities.

4. How do these amendments affect supplemental sickness benefits and travel allowances?

There is no real change in the Board's treatment of such payments. The Board's previous policy had been that such sickness benefits and travel and meal allowances were not creditable or taxable for railroad retirement purposes but such payments were not specifically excluded by the law. Now, the actual practice of the Board is supported by law which is generally effective January 1975.

5. What type of borrowing authority was provided for the Railroad Retirement Supplemental Account?

The technical amendments give the Board authority to borrow funds from the regular Railroad Retirement Account for the Railroad Retirement Supplemental Account during any period in which the funds in the Supplemental Account are temporarily insufficient for benefit payments. These funds are to be fully repaid with interest.

6. Has there been a change in the railroad retirement tax rate?

No, the employee tax rate remains 5.85 percent, the same as for social security taxes. However, beginning with January 1977, the amount of earnings subject to railroad retirement tax increases from \$1,275 per month to \$1,375 per month. Only employees earning more than \$1,275 in any given month will pay higher taxes; they, however, will receive higher earnings credits for future retirement and survivor benefits.

7. Do the earnings limitations some annuitants are subject to increase in 1977?

Yes. In 1976, earnings above \$2,760 in the year can reduce certain railroad retirement benefits by \$1 for every \$2 earned over \$2,760, but benefits are not reduced for any month in which earnings are \$230 or less. Beginning in 1977, the annual earnings limitation is raised from \$2,760 to \$3,000 and the

monthly limitation is raised from \$230 to \$250.

8. Who is subject to these earnings limitations in 1977?

These earnings limitations apply to almost all survivor annuitants. They also apply to some retired employees and their wives, generally to those who are also qualified for social security benefits. Most of those retired employees and wives who are subject to the earnings limitations have been notified by the Board as to how earnings will affect their annuities.

As under previous law, the annuity of any beneficiary is not payable for any month in which the beneficiary works for a railroad, and retired employees and their wives may not return to work for their last pre-retirement nonrailroad employer.

9. Will the Medicare coinsurance charges a beneficiary pays for hospitalization increase in 1977?

Yes. In 1977 a Medicare patient will have to pay the first \$124 of his or her hospital bills, \$20 more than the 1976 charge of \$104.

In addition, the patient's portion of the daily bill for hospital care between the 61st and 90th days will be raised from \$26 to \$31 and the patient's portion of the daily costs for posthospital care in a skilled nursing home between the 21st and 100th days will go up from \$13.00 to \$15.50.

If a beneficiary uses any of his "lifetime reserve" days, that is, the extra 60 hospital days a beneficiary can use when he needs more than 90 days of hospital care in the same benefit period, he will pay \$62 for each reserve day used, instead of \$52 per day.

★ ★ ★

At least, talk is still cheap - unless, of course, it's with a psychiatrist.

FLAMMABLES!



Rot/41

Rail CHATTER on the Grande

From the Tower

Car Service Accounts

By Ruth Theis

Welcome to new employees, Vivian Vick from data processing and Sue Beckman from Chicago. Good luck to Laurie Truesdale and Pat Kelly for their new positions in Purchasing.

Charles Tobiassen and his better half Pauline had a wonderful two weeks in Old Mexico. Between tropical rainstorms, they saw spectacular Pacific sunsets at Puerto Vallarta and Mazatlan. A cruise to Yelappa Falls proved very scenic. Iguanas and pelicans were plentiful and interesting to watch along the coastline.

Our latest retiree, Manford Bauer and his wife bought an interval ownership of a condominium at Vail. This entitles them to reciprocal time in other condominiums throughout the world. They plan to take a cruise to the Caribbean next April.

This reporter and playmate had a great vacation touring Las Vegas, San Francisco, Medford, Oregon and all points in between. Two trips to Lake Tahoe also proved very successful.

Expenditure Accounting

Jim Norris, popularly known as "The Chief", greeted many friends and co-workers when the department honored him on his retirement day November 12. Jim was presented with a farewell gift from his fellow employees along with the good wishes from all Rio Granders for a long and happy retirement.



System Freight Agency

By Charles Outforth

Vacationers were George and Dottie Healy who spent time with family and friends in Omaha, taking the trip in Dottie's new Chrysler.

John and Tish Dolphin vacationed in Iowa and enjoyed the beautiful fall weather and colors of the midwest.

Jack Dooley and family drove to Wisconsin to visit his mother who has been ill. The trip was enjoyable and his Mom was improved. Ray Oakley vacationed on the end of a paint brush - better luck next year, Ray!

Twelve



October 29 saw W. F. "Bill" Benton taking his retirement. Bill has been with the Rio Grande since July 14, 1942, working about 22 years in the Denver Freight Station at various positions, coming to S.F.A. at its inception as rate clerk. This position he held to retirement, gaining real status as rate expert and he will be sorely missed by the many customers and railroaders who have come to rely on his expertise. We are all grateful for the years of association with Bill and wish him many years of pleasure in his retirement.

Thought: A smile costs nothing but creates much. It enriches those who receive it, without impoverishing those who give it. A smile happens in a flash and the memory of it sometimes lasts forever.

Revenue Accounting

By Mary Newsome

A warm welcome is extended to three newcomers who recently joined this department. So welcome, Barbara Martinez, Gary Weese and Loren Voth.

Curt Harris who gave 40 years of service to the railroad industry retired September 15. Curt joined the railroad in 1936 and became the interline chief supervisor in 1965. A great reception was given in his honor by his many friends and co-workers. We miss his smiling face, not to mention his practical jokes.

Ed "Tex" Davis took an indeterminate sick leave September 24 and is currently residing in Omaha, Nebraska. Coffee and cake were served in his honor. We miss his good humor and friendliness.

Lillian Cairns who has been with the railroad many years, resigned her position recently. We could always count on Lil for her delicious homemade goodies, such as cookies, cakes and fudge. We miss these goodies, but most of all we miss Lil's friendliness and helpfulness.

This reporter and an organization called PSI WORLD, a non-profit making organization, are constantly concerned about people. Every month we have a service project such as visiting and entertaining at nursing homes, donating gifts, repairing and painting homes of underprivileged. Service project for September was a blood drive. Over 21 pints of blood were donated to St. Luke's Hospital.

Whole blood is needed badly by hospitals and for open heart surgery patients only blood under four days old can be used. Only fresh blood can be used for this operation. Your blood could possibly save someone's life.

QUOTE: "A man is not hurt as much by what happens, as by his opinion of what happens."

From the Ninth

Welcome to Pat Barry, attorney, Law Dept., Pat Kelly and Laurie Truesdale, general clerk and clerk-secretary respectively in the Purchasing Dept., Caroline Herrera appointed secretary-clerk in the Security and General Claims Dept., Rose Yura, appointed secretary in the Personnel Department, and Danny Lee Chavez, clerk in the Communications Dept. mail room.

Congratulations to Elizabeth Fortner, daughter of Harmon and Jean Fortner. Elizabeth is a member of Sullivan's Sneaky Stealers, a 12-year old girls' soccer team, which has made its way into the semi-finals in the State competition. Coach of the team is Pat Sullivan's sister-in-law.

"Real Grande" Centenarian

By Dean Ferguson

Thomas R. Woodrow, retired General Counsel, reached his 100th birthday on October 19. He is one of a rapidly vanishing breed - the old-time railroaders who ate, slept and lived only for railroading, spending most of their waking moments in an unstinted devotion to their chosen profession.

He came to the Rio Grande in March of 1920 as Asst. General Attorney. Prior to his railroad career he served as assistant City Attorney under Mayor R. W. Speer and was largely responsible for securing the necessary land and rights-of-way for many of the civic improvements instituted by Speer. In 1930 he was made General Attorney and put in charge of the Law Dept. at a time when the Rio Grande was in precarious circumstances. Within several years the Railroad Company went into trusteeship, and Woodrow was kept very busy in dealing with the courts and investor groups in an effort to get the company out of trusteeship and back into private ownership.

He witnessed many changes on the railroad, including the switch from steam to diesel, and was involved with the consolidation of the D&SL with the D&RGW. He retired on December 31, 1957, at the age of 82, after having served 38 years in the Rio Grande's Law Dept. Many thoughts and good wishes for his future are sent to him from his Rio Grande friends.

Rio Grande

From the Tenth

By P. J. Specht

Arrivals and Departures - A most warm "welcome aboard" is extended to the following: J. E. Clancy, recently transferred from Salt Lake City to the Denver mechanical department to assume duties of assistant to chief mechanical officer and consequently appointed chief mechanical officer, following our great loss of Paul D. Starr.

A special welcome to newcomers to the D&RGW: L. A. Abrams, who began duties October 16 in the newly created position of signal training supervisor. As the title implies, LAA is in charge of the apprentice training program for the signal departments of the Colorado and Utah divisions. A native New Yorker, Mr. Abrams is a graduate of Clarkson College with a B. S. in Industrial Distribution and arrived here from Rochester, New York, where he was application engineer with the General Railway Signal Company.

And to Don R. Wassenaar, who began his work with the railroad October 1, as rodman in the Engineering Department. Don is also a Munitions Sergeant in the Colorado Air National Guard at Buckley, a native Denverite, and a graduate of Colorado State University with a B. S. in Industrial Construction Management.

And to Vonda Sloan, a newcomer with the railroad this past March, who was awarded the position of joint secretary in Transportation, having transferred from Expenditures Accounting in September.

J. P. Gass, assistant valuations engineer, resigned in September to accept a position in Idaho. Thence, M. F. Garcia, completion report clerk, was named assistant valuations engineer, and Betty Stallsworth became the completion report clerk.

We are delighted to have back with us H. V. Meek, general roadmaster, Grand Junction, who returned to duty and made his first appearance at the Denver office October 7, since stricken by a heart attack in April. We are also delighted to welcome back C. R. Turner, superintendent of work equipment, who returned to his office October 18 after recuperating from an artery transplant in his right leg. He was in serious condition and in intensive care just before the operation because of a blood clot. This same type of surgery was performed also on his left leg in 1973 and again in 1975. Part of his daily therapy is two miles of walking.

W. J. Witthans, signal design engineer, has been based at Steamboat Springs all summer and fall, helping to install a new CTC System from Phippsburg to Hitchens.

G. R. Thurston, welding supervisor, and our new rodman, D. R. Wassenaar, recently hiked about ten miles daily from Tennessee Pass to Pando, through Fraser Canyon and down

through the Air Force Academy, to measure out the line changes where the track is being laid with the new continuous welded rail.



VROOOM! That blur was Clarence O. Froid, our most daring retiree, zooming around Denver on his new 1200 Harley Davidson. This was also his exhilarating mode of travel to the airport and back in his barnstorming days when he flew his Alexander Eagle Rock bi-plane, pictured here in a 1933 photo. This magnificent Wright J-5, 220 hp, radial-engined airplane provided COF with many wonderful and exciting adventures. The other beauty pictured with our dashing aviator is his lovely wife Martha. Early Birds are indeed rare and we are proud of Clarence, who retired in 1975 after 30 years' of dedicated service to the railroad. A man of many talents and accomplishments, Clarence is presently building an all-steam type model railroad.

The M. F. Blacks, superintendent of communications, recently vacationed in Canada in his home Province of Ontario, then along the North Shore of Lake Superior to Winnipeg, and from there to Montana to visit their daughter and grandson.

F. A. Dunham, signal engineer, attended the convention of the Communication and Signal Section, Association of American Railroads, held in late September in Toronto, Ontario, Canada.

A big welcome to our world for Keith Jerry Olsen, born to the Dennis Olsens (train dispatcher) September 3 at Wheat Ridge. He is their third pride and joy! The Leo Phelans are proud first-time grandparents to Gregory Monroe Phelan born August 4 to their son Dennis and wife.

Jon Cristofano, 23-year old son of the George Cristofanos (asst. electrical engineer) is now in Germany with an Armored Tank Unit for a two year tour of duty, having been transferred from Fort Lewis, Washington, where he has been stationed for the past two years.

The R. C. Oatman's 18-year old son Bob enlisted in the U. S. Navy for a 6-year hitch, entering boot camp at San Diego on October 15, where he

will be studying advance electronics for 84 weeks.

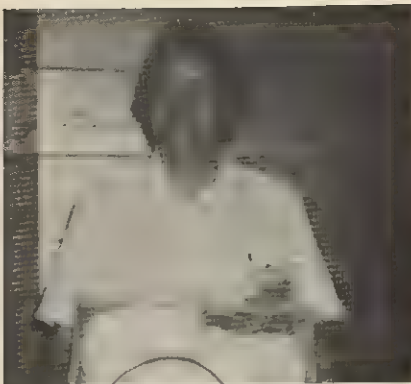
C. O. Penney, executive assistant, and his wife immensely enjoyed a

month's vacation touring the Tetons, Yellowstone National Park, the beautiful, foggy and clean Oregon coast, Washington's Olympic Peninsula, a visit with relatives and friends at Richland, Washington; on to Vancouver Island, British Columbia, thence motoring down the California coast to Santa Barbara to visit more relatives and friends, and back through Sacramento and Reno - a total of 5,233 trouble-free miles.

Stalking the elk were hunters M. G. Stanley, assistant to signal engineer, R. C. Oatman, manager of contracts, Joe Harris, assistant engineer, Mechanical Dept., Dick Garrison, transportation assistant, and R. T. Ruckman, assistant superintendent of work equipment, Grand Junction. Were all successful? Depends upon the viewpoint - the elks' or the hunters'.

Train Dispatcher Floyd Crider has completely recuperated from eye surgery. A lens implant, using a new technique for cataract victims, was so successful that he can now read the newspaper without the aid of glasses. The Criders and their pretty daughter, Paula, (honored queen of Bethel #8 Job Daughters) recently entertained 25 girls of this organization for a weekend at their cabin at the old silver mining town of Winfield. Mrs. Crider's parents built the cabin around 1885 and the Criders have restored it.

H. V. Eason, our very versatile chief draftsman, is a trumpet player in the C. U. Alumni Band at the Pep Rally at Boulder every year. He attends evening classes at the C. U. Denver Center and expects to complete work towards a Management Science Degree in December. Harold, his wife, and their cherished 1930 Model A Black Deluxe Coupe are very active in the Model A Club. On a recent tour, they putt-putted with the group to Estes Park for fun and games. Diann is very industrious, being a nursing class instructor at Community College, North Campus.



Photographed here is Larry G. Webb, former CTC Signal Maintainer, who recently transferred to Mack, Colorado, to work as Signal Maintainer. Prior to his departure, he was honored by his co-workers with a get-together and was presented a farewell gift of Western apparel. He did a terrific job while here and everyone regretted very much to see him leave the Denver area.

Best wishes to all in the coming year!

Traffic Department

By Bob Hulstrom

Welcome to C. R. Marelli who is now the Traffic Department staff assistant. Chuck came from our Portland region where he was a district representative.

Also the Market Research department would like to welcome Royce Fisk.

We are also happy to have Celeste A. Brown as our stenographer.



Honored by fellow employees on his retirement date was Jim Waldie, office manager, pictured here with his lovely wife. Jim began service with Rio Grande as jumbo clerk on Nov. 18, 1942, working at Burnham and at 7th Street as train clerk and in freight claims on various jobs until April 1946 when he transferred to Pueblo as chief clerk in the general agent's office. On June 1, 1948 he went to Salt Lake where he worked as depot passenger agent and city passenger agent; then back to Denver on June 1, 1967 as assistant office manager and was appointed office manager on September 1, 1967. Described by Leonard Bernstein as being a dedicated and willing co-worker, a knowledgeable associate and a loyal friend, Jim will be missed by his many friends and associates. Best wishes for happy retirement days are extended to Jim and his wife.

Fourteen

From the Twelfth

By Artis

Now is the time for — the trees to lose their beautiful golden gowns — frost on the pumpkin — the old gobbler to enter the feed lot for Turkey Day — digging the long johns out of the moth balls (for skiing or rheumatism) — Old St. Nick to lay in a supply of unleaded gas for Rudolph and his team. Speaking of teams, wonder if that unleaded gas would help the Broncos?

Vacations to Las Vegas were popular — summarized as follows: Norm Maris and wife — "Saw couple good shows and had fun time." Max Ehrlich and wife — "Had good time but Lady Luck didn't smile on them." Glen Keller and wife — "One armed bandits were greedy little fellows; but his new green and white Monte Carlo performed beautifully. Milo Masterson and wife — "Saw couple good shows but the prices certainly have raised since 1920." They first attended a Bankers' Convention and/or golf tournament and visited Southern California.

Chuck and Val Colborg went to Grand Cayman, B.W.I., via Ports-of-Call and had a great time snorkeling in the beautiful, clear, clear Caribbean. They enjoyed the native delicacies — goat, turtle steak and cow's heel (guess the better parts of the cow got away!)

Visited with our dear friend Alex Rose — he was packing his valise fixing to go check out the grass skirts in Hawaii.

Best wishes for a speedy recovery to Mrs. Alexis McKinney who has been in the hospital due to a heart attack.

Good luck and best wishes to Jeri Button in Leavell Development, who has left the business world to enter the matrimonial kingdom in Texas. A hearty welcome to her replacement — Donna Maropis.

Rio Grande Industries has added some charm — Carole J. Myers.

Your reporter motored to Wyoming in September to wedding of niece No. 2 and then on to the old homestead in S. Dak. In October my sister and I journeyed to Puerto Vallarta, Mexico and found it to be very tropical and beautiful. Took Sombrero Yacht to Yelapa (the lower end of the island which is quite primitive) thence via canoe to mountain trail. Climbed trail to see 150 ft. waterfall. While descending mountain, snapping pictures of native habitat, children and animals, screams sounded from uptrail. Suddenly dog chases pig by — wild boar (sounds better) knocks me off trail into rocky terrain, fall down, camera flies, ankle is sprained, lost job with National Geographic, ankle swells, excruciating pain, drink tequila, kill pain — had a great time!

MAY YOU HAVE

Enough happiness to keep you sweet,
Enough trials to keep you strong,
Enough sorrow to keep you human,
Enough hope to keep you happy;
Enough failure to keep you humble;
Enough success to keep you eager,
Enough friends to give you comfort,
Enough wealth to meet your needs;
Enough enthusiasm to look forward,
Enough faith to banish depression,
Enough determination to make each day better than yesterday.

Happy Thanksgiving, Merry Christmas and a Great New Year!

Colorado Division

H. W. Dearing Retires

Howard W. Dearing, division trainmaster, Denver, applied for his annuity on August 20, after more than 40 years service with the Rio Grande.



Dearing "officially" became a railroader when he joined the D&SL as a brakeman on February 22, 1936. He was promoted to conductor in August 1941, transferring to switchman in

1944 and promoted to yardmaster in September 1946, the position he continued to hold when the D&SL and the Rio Grande were consolidated in 1947. He held the following appointed positions beginning in July 1951: terminal supervisor, Denver; assistant trainmaster, Salt Lake City; assistant supervisor, Denver terminal; terminal trainmaster, Denver; trainmaster, Glenwood; trainmaster, Pueblo, division trainmaster, Pueblo; and appointed division trainmaster, Denver, on July 16, 1973, the position he held at retirement.

Howard carries with him into retirement the high esteem of his fellow co-workers as well as best wishes for the future.



Honored by fellow employees at the Rip Track recently was James Saulino, carman helper, who retired after 41 years of service for the D&SL and Rio Grande. Jim is pictured here receiving the retirement gift presented by many Rio Grande friends along with their good wishes for a long and happy retirement.

Rio Grande

Utah Division

By Roper Joe*

Congratulations are in order for Velma Stauffer, clerk, Superintendent's office, Salt Lake, on her recent decision to apply for her annuity. Velma started at the Salt Lake Depot as a messenger in 1945 and continued as clerk until applying for annuity on October 1. A collection for gift was taken and Velma was guest of honor at a luncheon hosted by active and retired female employees. Velma's many friends wish her a happy retirement and also wish her husband a speedy recovery from a recent illness.

Ludwig Forbach, engineer at Roper, applied for his annuity in August. Ludwig hired out as fireman on January 30, 1942 and was promoted to engineer on December 5, 1955. Best wishes for a happy retirement to Ludwig and all recent retirees.

Congratulations are in order to brakeman R. E. Hoskins and wife Vaunette, on the birth of a daughter October 4. This makes two girls and a boy for Rocke and his wife.

Sympathy is extended to Hans Hunger, warehouse foreman at Salt Lake, on the recent loss of his mother.

The Rio Grande Ladies are bowling up a storm. We have had the following high series and high games: Carmen Moser with 579 scratch series, Cass Cannon a 572, and Janet Williams a 574. Cass Canon had a Single Game of 234 scratch, Janet Williams a 221 and Carmen Moser 211. Pretty good bowling!

*Josephine Smith

The following is an excerpt from an article, entitled "An Adventure By the Great Salt Lake", which appeared in the Los Angeles Herald-Examiner on July 4: "One of the best real American lunches that can be had anywhere in the U.S. is served daily in the old Rio Grande Train Station Depot where bus drivers, truckers, businessmen, lawyers and doctors all come to eat," advises young, dynamic Tom Brown, director of the enterprising Salt Lake Valley Convention and Visitors Bureau."

Grand Junction

By W. J. Kiefer

With summer over many Rio Granders headed for the hills to hunt. The first to report success was John Chadez, switch foreman, with a big bull elk, near Phippsburg. How come all you railroaders up there at Phippsburg let a lowlander take the trophy elk right out from under your noses? Also John Benson, switchman-trainman, got a spike elk near Oak Creek.

Congratulations to Conductor Fred Stocker upon his marriage October 1 to Ludy Trujillo in Las Vegas, Nevada. In doing this, however, Fred has brought the displeasure of other railroaders upon him, as his bride was the personable proprietress of the Avalon Hotel in Helper, Utah where many rails stay.

Green Light



Raymond Goad made his last run on train 134622 October 22. After working about three months on the Bridge and Building gang Raymond hired out as a fireman Sept. 1, 1941 and was promoted to engineer May 25, 1945 making his first trip May 27, 1945. He married Rena Nixon July 2, 1939. His hobbies are collecting railroad items of various types. The last train order board on the D&RGW from Olathe, Colorado is in his yard. Another hobby is finishing antiques.

Bob Grossman, a boilermaker at Grand Junction from 1930 to 1940, visited with us August 31. Bob went with the Navy and is now retired and living in Hawaii. He would like to hear from old Rio Granders. His address is C. L. Grossman, 3674-A Hilo Place, Honolulu, Hawaii 96816. (Photograph by Ray Cheedle)

Condolences and sympathy to trainman Keith Clock, whose 8-year old son was killed in a logging accident in late August.

Get well wishes are sent to Bob McFarlane, conductor, and R. Hunsaker, engineer, who were recent hospital visitors.

"The Bearded One", C. L. (Charley) Bloom spent the first 8 months of the Centennial-Bicentennial year cultivating what developed into a prize winning display of facial foliage.



On August 7, at Lincoln Park in Grand Junction, his was judged Grand Prize of all entries. The two young lady barbers, Daviette Lockhart of Glenwood Springs and Lisa Wilson of Grand Junction, who judged the display, made the ordeal much more interesting and worthwhile than the trophies awarded. Many contestants gave up too soon and shed the fuzz after July 4.

Even after being judged "Best in these parts", Charley kept nursing his foliage until recently when surprised by a call from the crew dispatcher for extra brakeman on the Zephyr. Among other requirements in the appearance of a passenger brakeman is a "clean shave". Says Charley, "I had been searching for a good excuse to part with the brush, which had become a general nuisance not only to me, but to most of those closely associated with me. Anyway, there is always more where that came from."

Pueblo

By Ralph Mitchell

Mr. and Mrs. R. A. Brumfield of Pierce, Colo., celebrated their 60th Wedding Anniversary on October 24. A family banquet was held in their honor upon their return from a tour and cruise of the Caribbean. Mr. Brumfield is a former timekeeper, retired in 1957.

The hunting season struck Pueblo employees with two 5 point bull elks downed by Jay Furney, clerk, and Beryl Amann, switchman.

Get well wishes, quick, are sent to C. A. "Dutch" Beal, agent, who suffered a heart attack and has been sorely missed by Rio Grande friends.



Recent retiree was C. B. Stueve, carman, pictured here on retirement day with friends, left to right, A. B. Novak, car foreman, John Campbell, local chairman, Meryle Stueve, laborer and son, C. B. Stueve, and B. A. McGlothlin, mechanical foreman. Mr. Stueve came to the Car Dept. at Pueblo on Feb. 8, 1965 following 31 years of service with the Indianapolis Journal Box Service Corp. He has an active part in his local church's program and the Eagles Lodge.

Also retired in September was Carman Allen Johnson who is wintering in the south and not available for photograph. Mr. Johnson's career began with the FGEX Refg. Co. in Westwood, California. He moved to Pueblo in 1948 and worked for two years for Chicago Freight Car Parts Co. before coming to Rio Grande Car Dept. on Sept. 1, 1949.

Both men were given cash awards and many good wishes for a happy retirement from their fellow employees.



Fifteen

Hello, There!

Green Light sends greetings and good wishes to a fine group of readers presently living at Teller Arms Nursing Home, 2425 Teller Avenue, Grand Junction, Colorado 81501. They are: P. W. Dooling, G. C. Reid, George Dunlap, M. F. Burke, Mrs. F. W. Minnesang, and Mrs. L. R. Bowling. Also, greetings and good wishes to C. J. Cooper of Grand Junction and to all other readers who may be presently confined to a hospital or nursing home. HAVE A HAPPY DAY!

Burnham Notes

Store Dept.

By Dolly Fagler

Welcome to J. F. McCaffrey as material manager at Burnham Store. He replaces P. R. Dimitroff who has retired.

Recent visitors were Luis Duran and John Ross.

The deer season invited Bob Guerrieri to the Western Slopes and Adolph Herman who took two weeks' vacation at this time.

Understand Harry Haynes has been in the hospital. Best wishes for a very speedy recovery.

E. E. Egan took two weeks of vacation thru the Thanksgiving holiday and December winds up the vacations with Dolly Fagler and Lester E. Dale.

A Happy and Prosperous 1977 to All from the Burnham Store employees.

From the Shops

By LeRoy Rome

Sincere condolences to the Roger Johnson family whose father passed away recently.

Congratulations to H. A. Rusk and to Jerome Aites for bagging two elk in the Aspen area during the recent elk season.

Recent retirees, pictured here, were H. P. Matthews, electrician, with 43 years of service and who was also the general chairman for the I.B.E.W., and M. J. Pesce, bus driver, with 25 years of service. Also retired, photo not available, was M. E. Edwards, machinist, with 40 years of service. Shop Superintendent G. H. MacDonald did the honors as friends gathered on retirement day and presented the retirees with gifts.



Sixteen



R. J. Martinez ended a 31-year career with railroads when he recently retired. His fellow employees at the Steel Car Shop honored him with a gift of cash, and Foreman George Bauer expressed appreciation for Rosario's 25 years of service to the Rio Grande. His previous years of railroading were with the Santa Fe and Union Pacific. He is pictured here with friends in the Steel Car Shop.

All retirees are wished many years of happy retirement and it is hoped they will stop by and pay a visit to the shops.

A recent visitor to the shops was H. A. Shaw who now resides in Sheldon, North Dakota. Mr. Shaw is a retired carman.

Congratulations to Electrician Apprentice Greg Ward and his new bride, Janet, who were wed on November 5.

Mr. R. J. Bono, diesel maintenance supervisor, and his son Rick, Jr., are the proud owners of "Springs-A-Poppin", this year's Rocky Mountain High Point Yearling Champion. Dick's horse has won out over horses from the entire Rocky Mountain area, beating every horse at halter and compiling more points than any other horse in this area. "Springs-A-Poppin" has competed against horses from all over the country. Dick and son Rick received all of her awards at the Rocky Mountain Convention in Colorado Springs on November 21. The horse is shown by professional trainers - Butch & Barb Hosmer.

Salt Lake Vets

By C. L. Crawford

The group of veterans who attended the convention in Grand Junction had a very enjoyable time. They went from Durango to Silverton on the train, then on to Grand Junction via bus.

Best wishes to Reggie Sanders who had a recent stay in the hospital. As this paper goes to press, it is reported he is doing well and should soon be back to work.

Paul Peterson and wife recently returned from a trip of Hawaii, which they said they really enjoyed.

The veterans and wives enjoyed a pot luck dinner and bingo at the Rail Op building. A Thanksgiving Dinner party was also held at the Rail Ops on November 19. The vets furnished the turkey, rolls and drinks with all the trimmings being furnished pot luck.

A catered Christmas Party was planned for December 8 at the Senior Citizens building, with reservation deadline December 1. Dinner at 6:30 with a special program to follow and dancing at 8 o'clock - what a grand way to finish off the year!

Provo

By "Red Rider"

Wedding Bells rang at the Eldon Stallings home when their daughter Trudy was married to Gus Farley. An open house honoring the couple was held at the Stallings' home.

Trainmaster Ed Anderson is back to work following three long weeks of vacationing. Jim O'Reilly took Anderson's place at Provo while Ed was vacationing.

Engineer Bob Pace went to Hawaii on his vacation.

Get well wishes to the following: Dale Bringhurst's wife in the hospital for back operation; Mrs. Donna Rackele home recuperating from an operation; Mont Yates' mother-in-law in the hospital due to an illness.

Condolences to the Morrison family. Ralph Morrison, long time retired Hostler from Springville, who worked at Thistle, passed away at the age of 85 years. And condolences to the Andrew Christiansen family in the loss of Clerk Andrew's father, and to the Binks family. Royal H. Binks, long time retired carman, passed away at the age of 84.

Tragedy struck the Howard McFarlane family when they lost two granddaughters, 10 and 12 years old, when the apartment in which they were living was engulfed by fire. Our sincere condolences to the bereaved family.

The deer hunters were of plenty among the railroad men in the Provo area.

*R. R. Rackele

Colorado Springs

By Jim Kennedy

Vacation time is here. T. W. Gallo, relief clerk, enjoyed his vacation doing work around their new ranch home, getting things ready for winter.

R. R. Evans, working foreman, and wife enjoyed four weeks vacation touring parts of the United States and also into British Columbia where they camped, fished and took pictures.

E. S. Lindsey, chief clerk, and wife enjoyed four weeks in their new motor home traveling and visiting family and friends in Kentucky and Tennessee.

This reporter and wife enjoyed one week vacation touring Yellowstone National Park.

D. G. Curtis, interchange demurrage clerk, and wife enjoyed three weeks vacation visiting family and friends in Iowa and Missouri.

L. I. Garton, operator, enjoyed two weeks vacation after a battle with the flu bug. He did manage a little trip to Salt Lake City via D&RGW train and then to Reno, Nevada, via Amtrak.

P. D. Wiscamb, retired conductor, was a recent visitor at the office. Everyone was glad to see him and to know he is enjoying his retirement.

Glad to report C. A. Beal, agent, is recovering from his illness and received a good report from the doctor. We all hope to see him back soon.

Rio Grande

Hi Country Comments

By Maribee*

Emphasizing her chosen theme, "open hand of friendship", the ceremony which installed Alberta Liimatta as Worthy Matron of Colorado Chapter No. 2 of the Order of the Eastern Star based in Leadville was a beautiful one. Alberta is the wife of Minturn carman, Everett Liimatta. The program booklet prepared by Alberta had a beautiful cover picturing a white Bible and pink roses. She chose as her emblem the open Bible, The Book of Faith, and on the dedicatory page she had printed: "To my husband, children and the rest of my family: Greater love hath no man than this." Bible bearer for the installation was her son Andy Liimatta. Good friends, Jacquie and Ervin Goetsch, agent at Leadville, played important parts in the installation. Jacquie Goetsch was installing soloist. Ervin is on the Rainbow Advisory Board and finance committee chairman.

The Leadville depot was visited by several retired folks with the beginning of the fall season. Frank Callicotte, retired conductor of Grand Junction, stopped to pass the time of day while waiting for the Leadville bank to complete transactions on property Callicotte sold at Minturn. Frank worked on the Leadville branch years ago. His memory goes back to the days when the express and passenger depot were doing business at the spot. He reminisced about the "stock fish" the Swedish people used to order.

Retired carman George Moore came to visit Frank. Tales of long ago were heard with this amusing one told by Moore when they were talking about Leadville's historic hotel, The Tabor Grand, which went on the auction block several weeks ago and closed its doors for the first time in 90 years. Many years ago President Grant slept at the Tabor Grand which probably led to the story getting off the track a bit. Anyway says Moore this fellow got a room for the night at the Tabor Grand. After a short time in the room he called the desk to say that there were bedbugs in the room. The desk clerk said, "You shouldn't complain. Herbert Hoover slept in that room."

The hotel guest said, "That may be true, but I didn't expect to sleep with the whole Republican party."

Harvey Cline, retired engineer who lives in Minturn, stopped by shortly after a Las Vegas vacation. The Clines and the Frank Sanders' make annual trips to the city of slot machines. This year after a three-year attempt to see him the two couples finally were able to get reservations for the Eddy Arnold show. With a new bowling alley in the Minturn area the two couples, avid bowlers, do not travel to Leadville regularly any more to Bowl. Their Las Vegas trips are financed partially by money from bowling "pots".

Green Light

Former Minturn engineer Bill Wilson lives in Las Vegas and plays in a band.

Cline is planning to do a lot of traveling in the new camper he purchased this summer.

Other visitors were Mr. and Mrs. Richard Ehmke and grandson of Salida. He is a retired brakeman. A. J. Pauley, of Grand Junction, also retired, and Nick Margos, an employee, were other visitors.

In September Conductor George Kurtz and his family attended the wedding of his son James in Denver. George works out of Pueblo. Charles Wildt, retired DRGW sales representative, resides in the Kurtz home in Salida.

Mrs. Dorothy Heister, widow of long-time Salida clerk L. W. "Rip" Heister visited with her daughter and family in Salt Lake. Her daughter has been moving around in recent years because of the transfers received by her husband. From Albuquerque, N. M. the move was to Stockton, Calif. and from Stockton to Salt Lake.

Retired engineer Herb Cole made the Salida news when he found a Nov. 11, 1886 edition of the Salida Daily News when making some repairs under a floor of his home.

Retired engineer Merle Gregg of Salida was honored by a family reunion on the occasion of his 80th birthday. In attendance were his brother of Spokane, Wash., his sons Mr. and Mrs. Tom Gregg of Glenwood Springs; Mr. and Mrs. Bert Gregg and children of Arvada; Mr. and Mrs. Steve Thompson and family of Louisville; Mr. and Mrs. Marvin Randall of Ogden, Utah and two sisters-in-law.

***Mary B. Cassidy

Denver Vets

By Mildred Harman

The Vets Club and Ladies Auxiliary will hold a Christmas Party with gift exchange on December 16, following the business meeting and election of officers and board members. Members are urged to attend, bringing a ladies' or man's gift to exchange - place 76 So. Grove, time 7:30 p.m.

On November 18th the vets and ladies had a night out with dinner and entertainment at the Union Station Restaurant.

Vera Pounden spent two weeks in the San Francisco area and later John and Vera drove to Ohio and Kentucky.

Barton Kissel had surgery at General Rose Memorial Hospital and happy to report he is doing fine. Mr. McGregor was in Swedish Hospital for tests.

Lois Ashe visited her sister in Oklahoma for a week or so. Lena and George Reary visited their daughter and family at Dolores, Colorado. Dorothy and Bill Moeller drove through Salt Lake to Lake Tahoe in October, thence back to Salt Lake to visit with the Cones, thence to Crawford, Colorado to visit Bill's sister and old friends at Eckert, then home. They reported the aspen were in full color and very beautiful all the way.

Retirees - worried about losing annuity checks?

The Railroad Retirement Board has announced a Direct Deposit Program eliminating this type of problem because your checks can go directly to your bank account. If you wish to take advantage of this plan, take your next annuity check with you to your financial organization and ask them to help you complete Form SF-1199A for direct deposit of your check into your account. It generally takes the Board 60 to 90 days to make the changes necessary for direct deposit. In the meantime, you would continue to receive your checks at your usual mailing address. Banks and other financial organizations participate in this Program voluntarily.

NARBW News

By Bonnie Blach

A Public Affairs dinner meeting was held in the Executive Tower Building Brahm Room on September 15. Chairman Iola McMurray again made this annual affair a very informative evening for members and guests. Mrs. Leonard W. Hurley, director of group services, Colorado Safety Association, and a Denver Police Woman, showed a film on self protection for women entitled "It Can Happen To You". She was assisted by Mrs. Jean Bawman, a registered nurse with the Denver Visiting Nurse Service. Mrs. Bawman explained the Victim Support Program which provides assistance to assault victims.

On October 10 Welfare Chairman Lillian Cairns and eight members toured Laradon Hall. The members took homemade cookies and spent a very rewarding afternoon with the children. On October 15 and 16, members manned a booth at the Arts and Crafts Bazaar at Notre Dame Family Center, an endeavor which proved most successful.

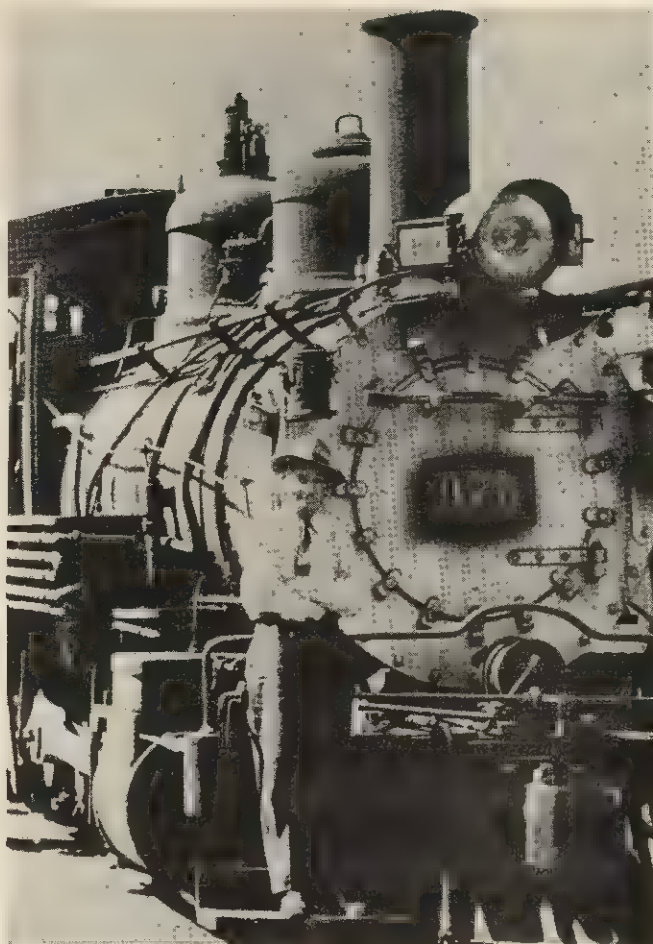
NARBW's major project is Atlantis Community. Members are striving to aid this community with useable household items of which they are always in need.

Chairman Inez Kreller hosted the October 20 dinner meeting at the Tally Ho Restaurant. The tables were beautifully decorated in the Halloween theme. After a delicious dinner, the 44 members and guests were entertained by Mr. John Kite with piano and song.

Chairman Marie Murray planned the November Thanksgiving Dinner meeting held at the Quality Inn Downtown. An interesting program featured "Lolita". Members brought canned goods to the meeting for annual donation to the Salvation Army.

Chairman Bonnie Blach planned the Christmas Dinner to be held at the Radisson Denver Hotel on December 15. Entertainment for the evening, one of our most loved groups, has been secured.

Seventeen



DOWN MEMORY LANE

Pictured on the footboard of No. 375 on the spot at the Durango depot is H. W. Pollard, one of the first Rio Grande conductors to take retirement under the Railroad Retirement Act. Polly, as he was known to his co-workers, first hired out on the Rio Grande in 1885, as a B&B laborer at Cumbres. Two years later he was braking on the San Juan Express. In subsequent years he worked on the Farmington and Silverton branches and the Pagosa Springs branch. After working the Chili Line to Santa Fe he was assigned as regular conductor on the Alamosa-Durango run. During the fierce winters of the 1930's Polly was trapped in two separate snow-ins on Cumbres. As train commander he was personally responsible for the lives of the passengers. One incident lasted two weeks. The passengers and crew ate eggs from a shipment in the baggage car. Polly died in 1960 at age 93. (Photo and story courtesy C. H. Pollard collection)

Unaware that Indianapolis is on eastern time and Chicago on central time, a man inquired at the Indianapolis airport about a plane to Chicago. The ticket agent replied, "A plane leaves here at 12 noon and arrives in Chicago at 12:01."

"Would you repeat that, please," the man asked.

"A plane leaves here at 12 and arrives in Chicago at 12:01. Do you want a reservation?"

"No," he said. "I think I'll just hang around and watch that thing take off."

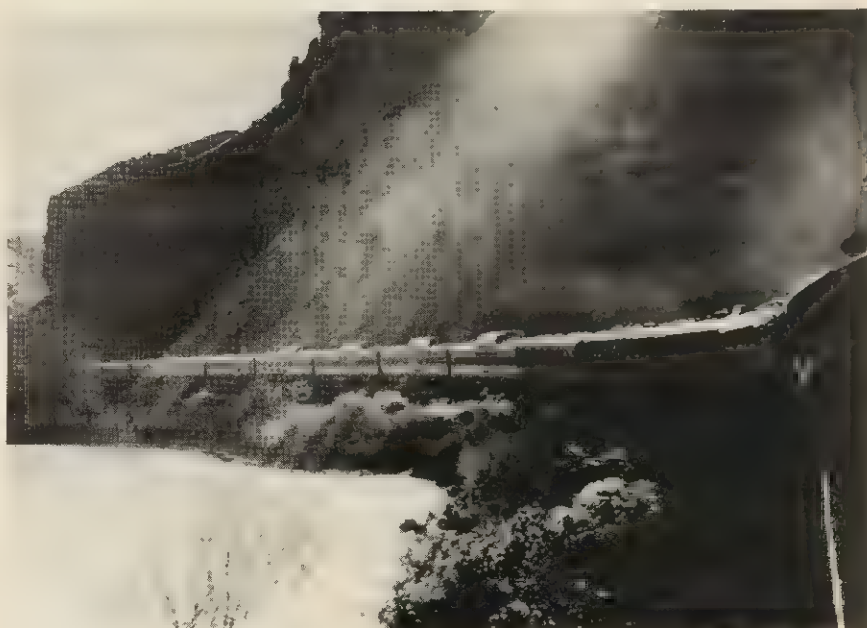
The Reader's Corner

The Old 97 doesn't make its mail-run on the Southern Line anymore, nor does Casey Jones still run the Cannonball Express, but the impact of the railroads on America lives on in the legends, songs, poetry, language, and most of all in the people who built them, fought for and against them, rode them, lived and died on them. *RAILROADS: Trains and Train People in American Culture* edited by James Alan McPherson and Miller Williams (Random House, November 29, 1976 \$15.00/\$7.95 paper) is a glorious celebration — in the photographs and text — of the railroads.

And, harking back again to the yesteryears, a set of two books on steam trains has just been published, entitled *Steam Powered Passenger Trains of Yesteryear*, Vols. I and II, by E. T. Mitchell, 107 W. Circular Ave., Paoli, Penn. 19301. Price per set \$5.00 postpaid.

Also available through Mr. Mitchell is a new book devoted entirely to Rio Grande narrow gauge branches, entitled *Twilight on the Narrow Gauge* by Frederick A. Kramer. Price \$3.95 postpaid.

Eighteen



Twilight Days of the California Zephyr.

When Engineer L. W. Latham was called late in December, 1969 to take the California Zephyr on one of its last runs, he luckily took along his camera and is probably the first engineer to get a picture of his own train. The photo was taken at Doby Cut just as the late rays of sun caught the Zephyr's silver gleam. Mr. Latham is now retired and living in Grand Junction. Green Light thanks him for being privileged to reproduce his photo.

Rio Grande

RECENT APPOINTMENTS

L. A. Abrams, Signal Training Supervisor	Denver	T. R. Madden, Manager-Customer Service, Traffic Dept.	New York City
J. E. Armbrust, Division Car Foreman, Utah Division-	Roper	C. R. Marelli, Staff Assistant, Traffic	Denver
H. W. Armstrong, Assistant Signal Supervisor	Glenwood Springs	J. F. McCaffrey, Material Manager, Store Dept ..	Denver
J. P. Barry, Attorney	Denver	M. G. McCall, Division Car Foreman, Colorado Division-	Denver
T. T. Bray, Manager-Customer Service	San Francisco	F. D. Miller, Analyst Programmer, M.I.S.	Denver
R. P. Briones, Production Supervisor, M.I.S.	Denver	J. Pearson, Office Engineer, Division Engineer's Of- fice	Roper
J. R. Butler, Analyst Programmer, M.I.S.	Denver	C. R. Perea, Assistant Roadmaster	Denver
J. E. Clancy, Chief Mechanical Officer	Denver	A. R. Pond, District Representative	Portland
G. Cordova, Business Car Attendant, President's Of- fice	Denver	D. E. Pricer, District Representative	New York City
W. N. Deramus, Ill, Transportation Assistant, Colo. Divn. Office	Denver	E. M. Rackley, Secretary, Security & Claims	Denver
W. G. DeWees, Senior Systems Engineer, M.I.S. .	Denver	M. J. Rhodes, Paymaster, Accounting Dept.	Denver
J. S. Donnell, Office Manager, Traffic Dept.	Atlanta	R. F. Sedlak, Analyst Programmer, M.I.S.	Denver
R. S. Fisk, Market Analyst, Traffic Dept.	Denver	S. P. Simonoff, Analyst Programmer, M.I.S.	Denver
M. F. Garcia, Assistant Engineer-Valuation, Chief En- gineer's Office	Denver	G. P. Starr, Assistant Supervisor Structures	Denver
N. J. Gustafson, Editor, Green Light	Denver	M. A. Sullivan, Customer Service Representative ..	Chicago
C. J. Herrera, Secretary-Clerk, Security & Claims Dept.	Denver	J. M. Thomson, Systems Engineer, M.I.S.	Denver
L. G. Huffman, Data Processing Supervisor	Pueblo	K. Trujillo, Assistant Special Agent	Denver
L. C. Jones, District Representative	Milwaukee	W. D. Urquhart, Message Switching Administrator, M.I.S.	Denver
R. W. Kruggel, Office Manager, Traffic Dept. ...	Portland	J. J. Vess, Assistant Supervisor Structures	Grand Junction
F. D. Lucas, Director-Forest Products, Traffic Dept.	Portland	D. R. Wassenaar, Rodman, Chief Engineer's Office	Denver
G. R. Macauley, Message Switching Programmer, M.I.S.	Denver	B. R. Weir, Assistant Manager, Computer Operations	Denver
		R. N. Yura, Secretary, Personnel Dept.	Denver

Hospital Association Dues Increased

The Board of Directors of the Rio Grande Employees Hospital Association have announced the following increase in membership dues effective October 1, 1976:

	Monthly	Quarterly
Active Members	\$30.00	
Co-ordinated Active members	\$15.00	
Medicare members	\$12.00	\$36.00
Under Sixty-five (65)	\$30.00	\$90.00
Disability	\$20.50	\$61.50
Spouse	\$27.50	\$82.50
Spouse & One (1) Child	\$47.00	\$141.00
Spouse & Two (2) Children	\$60.50	\$181.50
Spouse & Three (3) Children	\$76.50	\$229.50

Retirement Banquets

Retirement banquets will be held for Rio Grande employees who retired during 1976 at the following locations:

Pueblo Saturday, January 15
Ramada Inn - 6:30 p.m.

Grand Junction Saturday, January 22
Ramada Inn - 6:30 p.m.

Salt Lake City Saturday, January 29
Prudential Plaza - 6:30 p.m.

Denver Monday, January 31
Cherry Creek Inn - 6:30 p.m.

Suggestions

Suggestions received for review and discussion:

2565	31462
2751	31716
19064	31934

The following suggestions were received and for various reasons were not adopted:

2565	19064
2751	31934

Santa's Helpers

Look at it this way: Bonds fit everybody on your Christmas list. They come in all sizes to fit your budget, too.

Give the gift that grows with your love. This Christmas, give a Bond.

U.S. Savings Bonds.

SYSTEM VETS CONVENTION NEWS

Arrival



Departure



Checking in at depot!

All the good things in between!



Election of officers - left to right: Bill Easley, secy.-treas., Grand Junction; Luis Duran, vp-east, Denver; M. A. Yates, president, Salt Lake City; and Joe Wernz, vp-west, Provo.



Reception committee with "goodies"!



Happy faces at the banquet!

And a good time was had by all!

Great Time at System Vets Convention

A happy and congenial crowd of 201 Rio Grande veterans convened in Grand Junction on September 18 for the annual event. Forty-seven Salt Lake members and six Provo members had a special treat enroute to the convention. They enjoyed the thrills of the Silverton train ride first and arrived in Grand Junction by bus from Silverton. Members of the Grand Junction club were on hand to meet arrivals from Denver (57), Salida (2), Helper (14), Odgen (4), providing transportation to the motel and assisting with luggage. A reception committee from the Ladies' Auxiliary awaited with plenty of hot coffee, punch, and homemade goodies. At the board meeting the following officers were elected, shown in photo above, left to right: Bill Easley, Grand Junction, secretary-treasurer; Luis Duran, Denver, vice president-east; M. A. Yates, Salt Lake City, president; Joe Wernz, Provo, vice president-west.

A banquet was held that evening at the Cafe Caravan with John Schoening, System Vets Club secretary-treasurer serving as Master of Ceremonies. Invocation was given by Jeannie Graham of the Ladies' Auxiliary and wife of Kenneth Graham, System Vets Club president. Welcome and greetings were extended by the following: Kenneth Graham, Grand Junction; Mike Kanderis, Grand Junction, assistant superintendent; Joe Martinez, Grand Junction Vets Club president; Jean Gustafson, Denver, personnel assistant; Myrtle Forstrom, Grand Junction Ladies' Auxiliary president; M. A. Yates, Salt Lake City, president-elect System Vets Club.

Introductions were made of all past presidents, local vets club and railroad officers present. Special attention was given to Mrs. Brumbaugh, wife of deceased veteran and a spry young lady of 85 years; and to retired engineer "Doc" Slopanskey, inventor of the water glass on steam engines and a veteran of 48 years on the Rio Grande, soon to be 90 years young. These two youngsters regularly attend the club affairs, take an active part and are good examples of the Rio Grande's energetic veterans.



George Grivet, past president of the System Vets, introduced and presented a trophy to Thelma Hays, manager of the Cafe Caravan, for her outstanding service to the veterans for the past many years.

Green Light

Iva Andrews, Denver, retired personnel assistant, was introduced and acknowledged for her services and assistance to the club.

Drawings were held for the beautiful handcrafted prizes: an original oil painting, two beautiful afghans, and plush stuffed donkey and elephant to commemorate election year. Clever table decorations, made by Auxiliary members, were given to lucky holders of winning numbers at each table.

Dancing to Art and Min Hadden's band followed and the vets with their ladies cut quite a caper until the wee hours.

The vets fortified themselves the next morning with plenty of hot biscuits at a sumptuous breakfast. Business meeting was then conducted by the new president, M. A. Yates. Non-board members busied themselves strolling about town, visiting with long standing friends, and a few members were treated to a personal tour of the East Yard and Grand Junction conducted by Kenny Graham.

Truly, a good time was had by all, and a hearty thanks goes to the wonderful Grand Junction club who hosted the convention.

The following, as expressed by Mrs. Rhea Wernz, drew a lot of chuckles and groans from those attending the Annual Banquet of the System Veterans Convention:

I'M FINE

There is nothing whatever the matter with me.

I am just as healthy as can be.

I have arthritis in both of my knees, And when I talk I talk with a wheeze. My pulse is weak and my blood is thin.

But I'm awfully well for the shape I'm in.

My teeth must eventually all come out, And my diet . . . I hate to think about.

I'm overweight and I can't get thin, But I'm awfully well for the shape I'm in.

I think my liver is out of whack And have a terrible pain in my back. My hearing is poor and my sight is dim.

But still, I'm awfully well for the shape I'm in.

I have arch supports for both my feet, Or I wouldn't be able to go out on the street.

My memory's failing, my head's in a spin,

I'm practically living on aspirin. But, I'm awfully well for the shape I'm in.

The moral of this as my tale unfolds, That for you and me who are growing old,

It's better to say "I'm fine", with a grin, Than to let folks know the shape we're in.

KEEP SMILING

Need a loan?

Want to buy a car? Or a horse? Or a sled for Christmas? Or take a trip to Hawaii maybe? You'd be surprised what your credit unions can do for you! There are two in Denver - serving you - the Rio Grande Operating Credit Union located at 421 Symes Building, telephone extensions 2508 or 2509, or 255-3084. The Denver Rio Grande Credit Union is located at One Park Central Building, Room 112, telephone extension 2156. Credit unions are also located at the following addresses: San Isabel Credit Union, 412 W. 6th St., Pueblo; Rio Grande Fed. Credit Union, 302 Pitkin Ave., Grand Junction; Helper Credit Union, 187 So. Main St., Helper, Utah; Rail Ops Credit Union, 37 West 17th So., Salt Lake City, Utah; DRGW Car Dept. Fed. Credit Union, 1807 So. 3rd Street East, Salt Lake City, Utah; Motorway Credit Union, 6th and Hunt St., Alamosa, Colorado. Write them, call them, look them up - They are waiting to serve you!

The artist kissed his model. "I bet you do that to all your models," she said. "No," he replied. "You are the first." "How many models have you had?"

"Four," he answered. "A rose, an onion, a banana, and you."

You never have to take a dose of your own medicine if you know when to keep your mouth shut.

Thanks to you it works...

FOR ALL OF US



United Way

Advertising contributed
for the public good.



The Grande People

Retirements

(Years of Service and Date Shown)

Barton, Lester, Salt Lake City, Asst. Section Foreman, 35, June 26

Bauer, Manford F., Denver, Clerk, 25, Aug. 28

Bennett, Jesse R., Grand Junction, Conductor, 33, June 27

Black, Ray O., Helper, Carman, 41, July 16

Casperek, Paul, Jr., Grand Junction, Conductor, 34, July 1

Church, John L., Cotopaxi, Engineer, 37, Sept. 1

Crane, William W., Denver, Engineer, 41, July 1

DeJoy, Samuel, Pueblo, Clerk, 29, Jan. 5

Dorsey, John T., Jr., Denver, Conductor, 40, Aug. 1

Drotar, John A., Denver, Electrician, 15, Sept. 1

Dunn, Elmer E., Springville, Engineer, 34, July 1

Elbon, Ernest A., Grand Junction, Trainman, 42, Sept. 1

Ficklin, Lourie O., Grand Junction, Trainmaster, 43, Sept. 1

Forbach, Ludwig, Salt Lake City, Engineer, 34, Sept. 1

Gale, Waldo B., Helper, Machinist 36, June 4

Golightly, J. W., Denver, Conductor, 40, Sept. 1

Golosky, Morris, Pueblo, Switchman, 28, July 1

Graham, Irvin L., Salt Lake City, Conductor, 35, July 1

Greear, David W., Denver, Manager, Sys. Frt. Agcy., 42, Aug. 1

Gunther, George S., Denver, Electrician, 31, July 1

Hammond, James F., Helper, Engineer, 40, July 1

Hawkins, Philip A., Denver, Freight Claim Agent, 40, April 1

Hicks, Earl M., Pueblo, Clerk, 40, July 1

Iacovetto, Jimmie, Phippsburg, Engineer, 42, Jan. 30

Jones, John N., Phoenix, Section Foreman, 33, Aug. 1

Jones, Walter L., Ogden, Clerk, 52, Aug. 1

Kellgreen, Fred A., Salt Lake City, Painter, 39, July 1

Knight, Stanley W., Salt Lake City, Engineer, 39, May 18

Knox, Richard M., Denver, Switchman, 36, July 10

Koons, John H., Denver, Engineer, 31, Sept. 1

Laney, Walton E., Walsenburg, Conductor, 35, July 1

Laurent, Rowland R., Grand Junction, Engineer, 40, Aug. 1

Leeway, Nick, Minturn, Section Foreman, 39, July 1

Lindsey, Howard S., Murray, Engineer, 34, June 30

Livingston, M. L., Salt Lake City, Engineer, 35, Sept. 1

Lopas, Charles K., Grand Junction, Engineer, 39, June 1

Matthews, Hume P., Denver, Electrician, 43, Sept. 1

McLaughlin, John H., Denver, Work Equipment Operator, 29, July 1

McMillen, Jack, Santa Rosa, Ca., District Manager, 34, Aug. 1

Mullins, Marvin, Salt Lake City, Fireman, 42, June 1

Nicks, Willie F., Colorado Springs, Carman, 11, June 27

Orvis, Glen E., Grand Junction, Brakeman, 34, June 29

Padilla, Sostenes, Denver, Mech. Dept. Laborer, 31, July 5

Peckham, D. C., Helper, Section Foreman, 40, Aug. 1

Peery, Herman O., Roper, Conductor, 35, June 26

Pesce, Michael J., Denver, Station Wagon Driver, 25, Sept. 1

Peterson, Ludeal, Ephraim, B&B Carpenter, 27, June 10

Pinard, Toby E., Denver, Section Laborer, 27, July 1

Reeve, Janet H., Denver, Secretary, 33, Feb. 14

Reid, C. D., Helper, Yardmaster, 34, June 28

Roberts, Bernice D., Salt Lake City, Clerk, 32, Aug. 1

Ross, John F., Sr., Denver, Store Helper, 40, Aug. 1

Saulino, James, Denver, Carman Helper, 41 Sept. 1

Seely, J. H., Grand Junction, Signal Maintainer, 34, July 3

Seybold, Lester S., Grand Junction, Engineer, 33, Aug. 1

Schaefer, Elmer J., Denver, Sheet Metal Worker, 39, May 29

Sinclair, James M., Ballwin, Mo., Regional Mgr., 37, Sept. 1

Snook, Harry R., Grand Junction, Switchman, 40, July 7

Stewart, Lester J., Ogden, Switchman, 13, July 1

Svaldi, Anthony N., Grand Junction, Switchman, 31, Sept. 1

Trejo, Tomas R., Price, Section Laborer, 17, Dec. 23, 1974

Weaver, Roy W., Grand Junction, Telegrapher, 39, Aug. 12

Welsh, Wayne S., Roper, Engineer, 40, Aug. 1

Zschoche, Gerard T., Denver, Machinist, 25, June 5



RAIL'S END

(Age and Date of Death Shown)

Adams, Kenneth L., Pueblo, Switchman, 66, August 1976

Balocca, Frank A., Denver, Sheet Metal Worker, 80, June 18

Barnes, Clarence M., Englewood, Towerman, 79, August 21

Barnes, Everett C., Lakewood, Section Foreman, 68, August 1976

Binks, Royal R., Provo, Carman, 84, September 1976

Britton, Robert I., Tucson, Fireman, 73, August 1976

Buis, Leo U., Huntington Beach, Ca., Engineer, 72, September 1976

Clark, Herbert E., Grand Junction, Trainman, 84, October 10

Clifford, John L., Canon City, Agent-Telegrapher, 85, Unknown*

Davis, Homer R., Alamosa, Engineer, 91, June 1976

Garsche, Stanley, Phoenix, Switchman, 82, July 1976

Goddard, Richard A., Drake, Big Thompson River Flood, Carman Appr., 19, July 31

Grandstaff, Louis H., Salt Lake City, Carman, 66, October 21

Gray, Arthur C., Salida, Trainman, 60, September 25

Haldeman, George W., Wheat Ridge, Conductor, 94, August 1976

Hamm, William R., Durango, Engine Watchman, 64, September 19

Hansen, Robert H., Denver, Accountant, 91, August 1976

Johnston, Russell G., Denver, Chief Materials Inspector, 76, August 3

Lahey, Agnes C., Oak Park, Ill., Stenographer, 79, August 2

Lamb, Leroy E., Sr., Grand Junction, Cashier, 80, August 29

Land, Leo L., Flagler, Section Laborer, 74, September 1976

Llewellyn, Rees F., Salt Lake City, Claim Agent, 65, August 27

Markle, Jess, Grand Junction, Engineer, 59, October 15

McCaffrey, Pat, Manti, Brakeman, 95, July 1976

Moles, Frank R., Denver, Conductor, 72, July 1976

Morrison, Ralph, Springville, Hostler, 83, August 1976

Moya, Emilio, Denver, Machinist Helper, 80, June 1976

Mugleston, Alvin V., Salt Lake City, Mech. Laborer, 74, July 29

Nixon, John D., Grand Junction, B&B Carpenter, 65, September 8

Pagano, Angelo M., Price, Car Laborer, 78, September 1976

Potter, Dwight F., Pueblo, Conductor, 75, May 1976

Pyle, John M., Denver, Switchman, 69, September 15

Rasmussen, Rodney E., Denver, Carman, 61, September 25

Rawlings, Joe W., Grand Junction, Engineer, 90, August 1976

Reseigh, William C., Grand Junction, Brakeman, 82, September 15

Romero, Ed, Wheat Ridge, Laborer, 73, September 1976

Rushton, Neal R., Florence, B&B Carpenter, 73, July 1976

Sachse, Claude E., Pueblo, Carman, 86, unknown*

Samberson, Adrian W., Pueblo, Fireman, 53, July 1976

Sheridan, Joseph B., Denver, Chief Clerk, 65, July 31

Sorenson, Bernard G., Salt Lake City, Sheet Metal Worker, 66, July 1976

Starr, Paul D., Denver, Chief Mechanical Officer, 53, September 3

Villalvazo, Jesus, Grand Junction, Section Laborer, 84, August 1976

Walker, Harvey S., Salida, Fireman, 65, October 2

Wooden, Miles W., Uravan, Agent-Telegrapher, 76, July 26

*Reported by Railroad Retirement Board, September 1976

**The Veteran Got His Years of Service
By Working SAFE!**

RRA Annuities for Railroad Employees

The Railroad Retirement Act provides retirement, disability and supplemental annuities for railroad workers, retirement annuities for their spouses, and survivor benefits.

The following questions and answers describe the basic eligibility requirements for retirement benefits and illustrate the steps railroad workers should take when they are ready to retire.

1. What are the eligibility requirements for regular employee annuities?

The basic requirements for regular railroad retirement annuities is the completion of 10 years (120 months) of railroad service. Once an employee has completed 10 years of service, he can receive a full annuity at age 65 or an annuity reduced up to 20 percent for early retirement at ages 62-64. All employees with 30 years of service retiring after June 1974 can receive a full annuity as early as age 60.

2. What are the requirements for supplemental annuities?

In order to receive a supplemental annuity, an employee must have at least 25 years (294 months) of creditable railroad service and a "current connection with the railroad industry" on his, or her, regular annuity beginning date (see question "6"). Also, his regular annuity must have been awarded after June 30, 1966, and he must permanently discontinue all railroad work by his closing date which is generally the last day of the month following the month he attains age 65.

An employee with 30 years of service whose regular railroad retirement annuity begins after June 30, 1974, can receive a supplemental annuity as early as age 60. Employees who retired before July 1, 1974, and those with 25 to 29 years of railroad service must be age 65 in order to receive a supplemental annuity.

3. I understand that there are two different types of railroad retirement employee disability annuities. What are they?

The first is an annuity which is based on disability for all employment (total disability) and is payable at any age under 65 to employees with at least 10 years of railroad service. The second is an annuity based on disability for the employee's regular occupation (occupational disability) and is payable at any age if the employee has at least 20 years of railroad service, or at 60-64 years of age if the employee has 10 or more years of service. The employee must also have a "current connection with the railroad industry" (see question

Green Light

"6") in order to qualify for an annuity based on occupational disability.

4. How do the standards for total and occupational disability differ?

An employee is considered to be totally disabled if medical evidence shows that he has a permanent physical or mental condition which prevents him from performing any regular work.

An employee is considered to be occupationally disabled if his physical or mental condition is such that he is permanently disabled in his regular occupation even though he may be able to perform other kinds of work. A condition is considered to be permanent if it has lasted or may be expected to last for at least 12 months.

5. Are disability annuities reduced because the annuitant has not reached retirement age?

No. They are not reduced for age.

6. How does a railroad worker meet the "current connection with the railroad industry" requirement for supplemental annuities and occupational disability annuities?

To meet the current connection requirement for such annuities, an employee must have at least 12 months of railroad service in the 2½ years before retirement. If he does not qualify on this basis, but has 12 months in some other 2½ year period, he may still meet the current connection requirement. However, this alternative applies only if the employee did not work in a regular job after the 2½ year period in which he did have 12 months of railroad service.

Self-employment (working in an individual's own unincorporated business) will not break a current connection. Also, working for certain U.S. Government agencies (Department of Transportation, Interstate Commerce Commission, National Mediation Board, Railroad Retirement Board) will not break a current connection for a disability annuity if the disability began after 1974 nor break a current connection for a supplemental annuity if the regular annuity began after 1974.

7. Can the wife of an employee receive a spouse annuity at age 60?

A full spouse annuity is payable at age 60 to the wife of an employee age 60 with 30 years of service, if the employee's regular annuity begins after June 1974.

If the wife of such a 60/30 retiree has a minor or disabled child of the employee's in her care, she is eligible at any age.

8. How old must a wife be to get a spouse annuity if her husband had less than 30 years of railroad service upon his retirement?

If he retired after 1974 and he is at least age 62, she can get a reduced spouse annuity at age 62 or a full annuity at age 65 or at any age if she has a minor or disabled child in her care. If he retired before 1975 with less than 30 years' service, he must be 65 before his wife can be entitled to an annuity. Under those circumstances she can get a reduced annuity at age 62 or a full annuity at age 65 or at any age if she has a minor or disabled child in her care.

9. What steps should I take when I'm ready to retire?

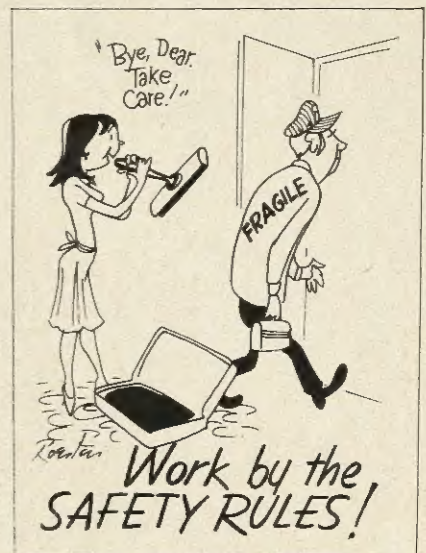
When you are ready to retire, you must leave your railroad job and any nonrailroad job you have. However, if you are self-employed in your own unincorporated business, you need not give up that work. You may also continue to serve as an elected public official.

You must relinquish your rights to return to railroad service and relinquish any other employment rights unless you are under retirement age and applying for a disability annuity. You must also file a retirement application with the Board.

10. Can I get an estimate of the amount of my railroad retirement annuity?

Yes. You should visit the nearest district office of the U.S. Railroad Retirement Board. There a Board representative will explain your benefit rights, prepare an estimate of your annuity, and answer any questions you may have.

If you cannot visit a district office personally or if there is not a Board office near your home, call or write to the closest office for information and assistance. Check with your local Post Office for its location.



Safety Slogan

"The wife of a careless man is almost a widow."

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Silverton Train Tops Record!

The little train that "thought it could" - did! Surpassing last year's record, which had surpassed the previous year, which had surpassed that previous year - and on and on - the ever-popular Silverton train-bus tour carried 114,698 eager fans during the 1976 season. Beginning on May 29 and ending on October 3, the little trains chugged their way daily from Durango to Silverton, treating their passengers to all the scenic wonders, gorgeous summer and fall colors, and the nostalgia of cinders and smoke before arriving at Silverton, where the excitement of recreated frontier days awaited them. An average of

467 passengers per trip were recorded this season. Interestingly enough, this was exactly 100 more than were carried each trip eighteen years ago, during the 1959 season when the little train of yesteryear began gaining popularity.

Tucked away for the winter time in its snug stall in the Durango roundhouse, who knows what the little train - who knows it can - will dream up for next season?

The little train is shown above at one of its favorite "watering holes" along the 45 miles covered by the narrow gauge branch line.



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1278 W. WASATCH AVE.
SALT LAKE CITY, UT 84104